

Millican-Ogden



Community Revitalization

Office Consolidation April 2001



Millican-Ogden

Community Revitalization Plan

(Note: This Plan incorporates the Area Redevelopment Plan)



THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING AND TRANSPORTATION POLICY

Note: This (**Office Consolidation**) includes the following amending Bylaws:

Amendment	Bylaw	Date	Description
1	6P2000	2000, March 13	Map 5 (Superceded by Bylaw 8P2000)
2	8P2000	2000, May 8	a. Map 5, Page 53 b. Map 6, Page 57 c. 3.4.2.3 Policies, Page 60, Site 13 d. 3.4.2.5 Page 63, Table 2 e. 3.4.3.5.3 Table Heading, Page 76 f. 3.4.3.5.3 Table References, Page 76 g. 3.4.4.4 Table Heading, Page 80 h. 3.4.4.4 Table References, Page 80 i. 3.4.5 Table Heading, Page 81 j. 3.4.5 Table Heading, Page 81 & 82 k. 3.4.5.4 Table 8, Page 86 l. Map 11, Page 85

Amended portions of the text are printed in *italics* and the specific amending Bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and all amendments are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

PUBLISHING INFORMATION

TITLE: Millican-Ogden Community Revitalization Plan

AUTHORS: Planning & Building Department
Community and Social Development Department

STATUS: Approved December 1999, Bylaw 8P99

PRINTING DATE: April 2001

ADDITIONAL COPIES: The City of Calgary
Planning Policy Information Centre
P.O. Box 2100, Station "M"
Calgary, AB T2P 2M5
(403) 268-5333



MILLICAN-OGDEN COMMUNITY PLAN

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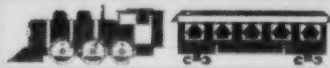


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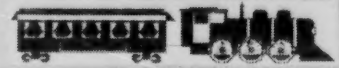
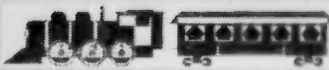


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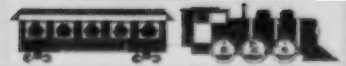
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Make no little plans; they have no magic to stir men's blood, and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram, once recorded, will never die, but long after we are gone, will be a living thing, asserting itself with ever growing insistency.

DANIEL BURNHAM, (1909)
Chicago, ILLINOIS



1.0 PREFACE

1.1 City Council's Directive

On 1993 December 20, City Council approved the recommendations of Commissioners' Report (OE93-78) and directed the Administration to carry out a comprehensively designed Area Redevelopment Plan (ARP) as a pilot project for the Millican-Ogden community. This ARP would be different as it would utilize a community development approach.

Community development, for the purpose of this project, is described as broad based community participation in decision making regarding community issues and needs including land use and transportation matters. This method of participation allows community residents and merchants to have greater control over decisions that affect them.

1.2 What is the Millican-Ogden Community Plan?

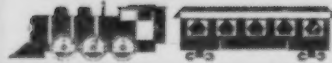
The overall goal of this Community Plan is to implement the Council approved policies of *The Calgary Plan* (Municipal Development Plan, 1998) as well as to develop land use policies, social development policies and improvement plans that would address existing issues and needs in Millican-Ogden.

The ultimate purpose is to enable the community residents to better manage their quality of life by both strengthening their organizational structure and developing a community plan to help guide the future development of the community.

The Plan was prepared jointly by the residents and merchants of Millican-Ogden and The City. Decisions were made by all affected parties throughout the various stages of this planning process.

The first key element of this planning process was bringing all the major stakeholders together to develop terms of reference which would help guide the planning process. The terms of reference, signed by the stakeholders, outlined the issues to be addressed; goals and objectives of the community and The City; how decisions were to be made; as well as the roles and responsibilities of the various participants.

At the beginning of the planning process, working committees were established to address the specific issues that were identified in a community-wide household survey. Subsequently, a Steering Committee was formed to coordinate and guide the process.



Another significant part of this planning process was the preparation of a business plan by community volunteers to guide the implementation of this Community Plan. Neither the terms of reference nor the business plan have any legal status.

A detailed outline of the planning process of this Community Plan is presented in the Background and Supporting Information Section (blue pages 15 & 16).

1.3 Format of the Community Plan

The Millican-Ogden Community Plan is organized in four sections: the Community's Improvement Initiatives, the Social Development Plan (SDP), the Area Redevelopment Plan (ARP), and the Background and Supporting Information.

a. Community's Improvement Initiatives

The Millican-Ogden Community Improvement Initiatives contained in the green pages identify policies and action plans prepared by community residents to improve the municipal and visual environment of the community particularly along Ogden Road. These initiatives are not approved by Council but are accepted for information purposes only. At this time there is no City commitment of funding these improvement initiatives other than implementation assistance and advice by City staff.

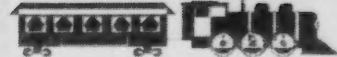
b. Social Development Plan

The Social Development Plan (SDP) contained in the green pages identifies policies and action plans to improve the social and economic well-being of all residents in the study area. The SDP identifies the needs in the community and articulates the goals, objectives and implementation plans that have been developed to address their needs.

The SDP is not approved by Council but is accepted for informational purposes only. At this time there is no City financial commitment of funds for the SDP except implementation assistance and advice from City staff.

c. Area Redevelopment Plan (ARP)

The ARP, contained in the white pages, outlines The City's municipal responsibilities for the Millican-Ogden community relative to land use and physical planning matters as identified in sections 634 and 635 of the Municipal Government Act.



The ARP is adopted as a bylaw by City Council. Any change to the policies in the white pages require an amendment to the ARP bylaw which can only be made at an advertised Public Hearing of City Council.

The ARP supplements the Calgary Land Use Bylaw (2P80) by giving a local policy context and, where appropriate, specific land use and development guidelines upon which the Development Authority can base its judgment when considering land use amendments (zoning) or development permit applications in the community.

While land use districts (zoning) and their accompanying rules described in the Calgary Land Use Bylaw (2P80) apply uniformly throughout the city, an ARP provides a community's perspective to the land use districts within that community.

d. Background and Supporting Information

The background and supporting information section along with the appendices are included to provide a context for the policy recommendations. This section is identified by the blue pages and has no legal status.

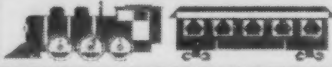
1.4 Availability of Municipal Funds

Improvements proposed in this Community Plan are subject to The City's capital budget priorities and approval process. Expenditure of the specific municipal funds recommended in this Community Plan will be evaluated in relation to the needs of other communities and city-wide spending priorities.

1.5 The Millican-Ogden Business Plan

A group of community volunteers have developed a business plan for Millican-Ogden. This business plan outlines the financial costs for the major improvement initiatives and action plans identified in the Social Development Plan, and when these are to be implemented.

The business plan forms an integral part of the planning process for the revitalization of the Millican-Ogden community. The community association had determined this document to be significant in identifying the projects and seeking/ensuring ongoing financial support for the community's improvement initiatives.



2.0 INTRODUCTION & OVERVIEW

2.1 Millican-Ogden Community in 1998

Situated in the southeast, Millican-Ogden is within ten kilometres of Calgary's downtown. The Bow River and the high escarpment at various locations form a natural boundary along the western edge of the community, but at the same time, provide beautiful views of Calgary's downtown and the Rocky Mountains in the distance.

The area's physical features and distinct barriers, such as Glenmore Trail in the south and the CP Rail line in the east, seem to isolate Millican-Ogden and create a separate "small town" atmosphere. In addition, the area's proximity to major traffic corridors such as Deerfoot, Blackfoot and Glenmore Trails, an abundance of open space and a wide range of services make it a desirable place to live in (Map 1).

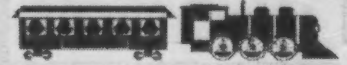
Evolution of the Millican-Ogden Community dates back to the construction of the CPR Ogden Repair Shops in 1911-1912. It is a well-established and stable residential community with a history of many generations of families who take pride in their heritage and strong community identity. The total population of the community was approximately 10,365 persons in 1998.

2.2 Summary of Key Issues to be Addressed

The key issues in the community were identified through a survey which was distributed to approximately 3,700 households in the Spring of 1996. Approximately 16% (659) of the survey questionnaires were returned. A summary of these key issues are outlined below:

Traffic Development of the 50 Avenue overpass; speeding traffic on community streets; and the Glenmore Trail and 18 Street SE road and pedestrian improvements. (Note: a pedestrian link on or near the Graves Bridge across the Bow River was also identified during the planning process.)

Development Incompatible infill residential development; maintenance of the small town identity; promotion of affordable housing for young couples; single adults and seniors; and promotion of tourism focusing on the local heritage sites.



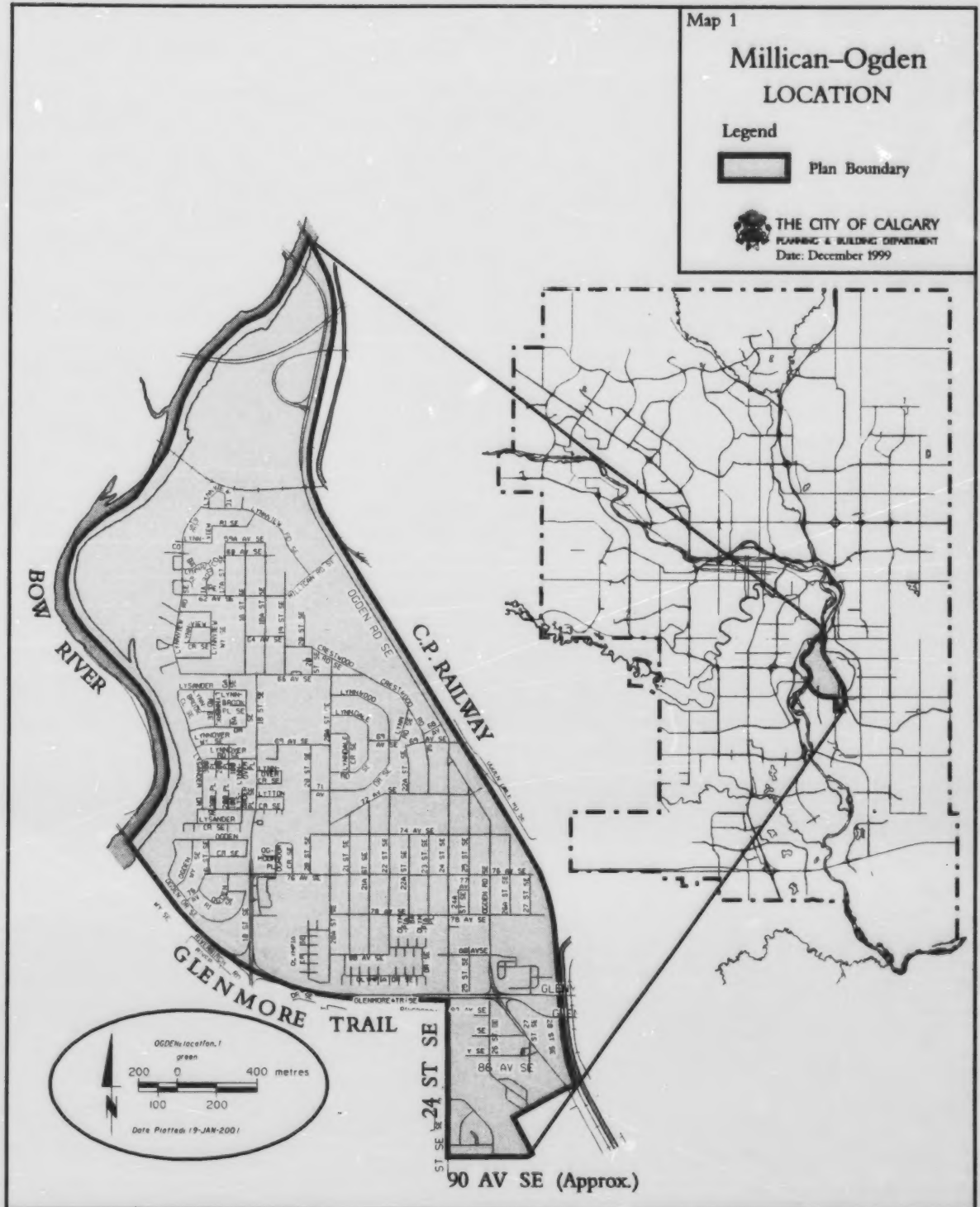
Map 1

Millican-Ogden LOCATION

Legend



THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT
Date: December 1999





***Business & Economic
Development***

The deterioration of the Ogden Road business area including the Alyth Lodge; the loss of medical centres and laboratories; the loss of both the Royal and the Toronto Dominion Banks; the need to discourage x-rated adult video and pornography shops; and the need for more community support for local businesses.

Education

The need for evening classes for children and adults; more emphasis on reading, writing and arithmetic; and more parental involvement.

Health & Welfare

The need for more support for families and children; the need for more employment opportunities, health and fitness clubs, and assistance for senior citizens; and the need for better access to hospitals.

Youth

The need for a youth drop-in centre; youth programs and employment opportunities.

***Neighbourhood Safety &
Security***

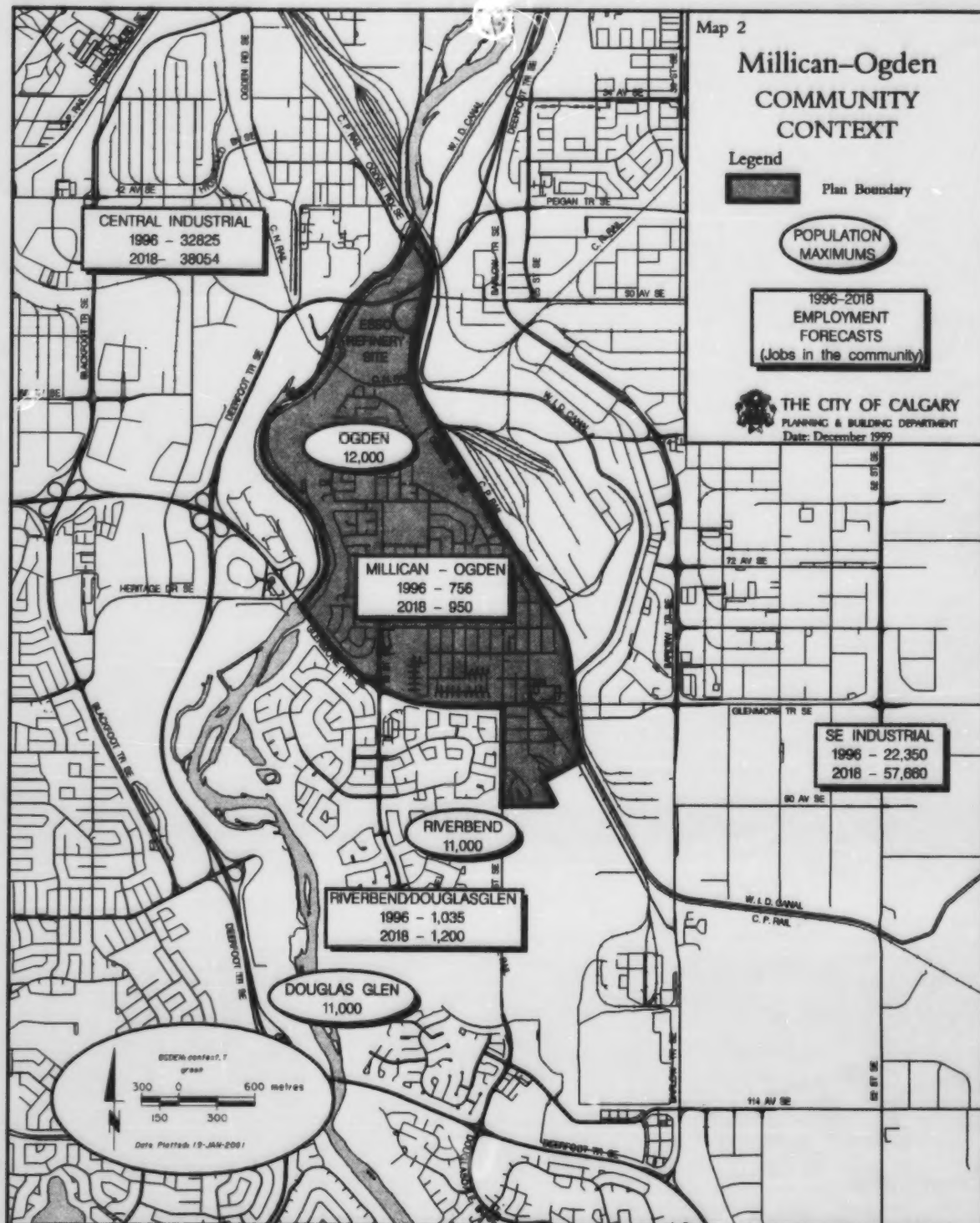
Complaints concerning threats to personal safety; teens hanging out without having any planned activities; and the need for police patrols between the hours of 20:00 PM and 05:00 AM.

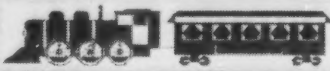
***Environment & Community
Appearance***

Complaints concerning vapour emissions from the Alberta Processing Plant; noise from CP Rail and the two pipe processing plants (Ipsco Inc. and Prudential Steel); noxious smells from the former contaminated oil refinery lands; "shabby looking" yards; neglected residences; and the poor image of businesses, residences and the industrial area along Ogden Road.



A Residential Street in Millican-Ogden





2.3 Planning Context

The expected planning horizon of the Millican-Ogden Community Plan is approximately ten to fifteen years as is generally the norm with all such community plans. Its actual life-span, however, may vary in relation to the general city-wide growth trends as well as specific trends that may take place in Millican-Ogden. It is anticipated that during this period, significant growth will occur not only in Calgary as a whole, but also in the surrounding residential and business communities (Map 2).

By 2018, for example, Calgary's population is expected to increase to 1.25 million. Concurrently, housing demands and new employment opportunities will increase throughout the city.

In terms of the southeast area, it is anticipated that Douglasglen and the Douglasdale Shopping Centre area will be completely developed. 24 Street will be re-aligned between 90 Avenue and Glenmore Trail. It is also expected that the former La Farge gravel site will be developed for residential uses. It is also anticipated that the industrial area (east of Millican-Ogden) will become more attractive for new employment opportunities, creating an interest and a higher demand to live and work in these southeastern parts of the city.



Seniors Complex in Millican-Ogden



2.4 Vision of Millican-Ogden in 2015

The following describes the community's vision of what Millican-Ogden will be like in The year 2015:

Millican-Ogden is more than ever an attractive, friendly vibrant community with a rare **small town atmosphere** only minutes away from the heart of Calgary. Residents regularly spend leisure time outdoors enjoying the fresh air and well maintained parks, and browsing at the many new shops and stores along Ogden Road.

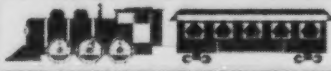
The community is known for its network of **neighbourhood parks** that connect to the regional parks and pathways situated along the Bow River. This network of parks and open space corridors provide for alternative modes of transportation in the community such as walking, cycling and access for wheelchairs.

The biggest change has occurred along Ogden Road. The 50th Avenue overpass eliminates those long congested delays that the area residents had experienced in the past. Old Oil Refinery park is now the home of the **Alberta 2005 Railway Museum**. This facility is dedicated to the Canadian Pacific Railway employees who have worked at the Ogden Shops since 1912. The Railway Museum showcases for school children, seniors and tourists the many facets of railroading from the late 1800s to the present.

Driving into the community from the three main roadways, beautiful "**entrance**" signs catch everyone's attention. These aesthetically-designed colourful signs depict a railway and train locomotive motif with a greeting for the visitors and tourists: "**Welcome to Millican-Ogden, an Historic Railway Community.**"

The northern entrance to the community is also enhanced with the ambiance of Ogden Road lined with mature trees. The Ogden Road and 69 Avenue business area has been revitalized with a number of three and four storey developments accommodating restaurants, cafes, shops, other commercial and residential mixed land uses.

Architectural characteristics of the buildings emphasize a **railway heritage** theme reminiscent of the historical railway stations of the past era. Heritage style street lights, banners, planters, kiosks, street furniture which complement this business area, landscaping of the small public square to the north of the Alyth Lodge are the results of several beautification projects that have been funded by a group of nearby industries and businesses.



One of the new attractive structures houses a **"Seniors' Lodge & Wellness Clinic"** that has replaced the old Safeway building. In addition to the three and four storey seniors' lodge, the clinic includes a fitness club, medical and dental offices, a chiropractor, massage and physiotherapists. Many of the clients of this clinic come from the nearby residential areas and the industrial parks.

The Alyth Lodge is now an historic site. A tourism information office located at the ground floor of the building also houses many historic artifacts from CP Rail, and pictures of people and events from the "Days of the Railroad" in Millican-Ogden. The residential buildings along Ogden Road also have been repaired and rehabilitated with many having second storey additions that provide "live & work" type accommodations.

Business and industry representatives have made invaluable contributions to the community through the years in **youth mentoring programs**, and in providing supportive funding for **adult learning** and **job skills training programs** that are offered at the local schools for all ages.

The Family Resource Centre is celebrating its 20th anniversary, and offers information and many support services such as the toy lending library, before and after school care programs and an adult computer laboratory. The community association has continued over the years to provide space for a local youth club and summer skateboarding facility.

The community celebrated its 104th birthday this year, proudly acknowledging that it has, for over one hundred years, provided residential accommodation for industrial workers and, in particular, for those working at the CPR Ogden Shops.

Residents have also just completed their 18th Annual Community Clean-up Days. This initiative has resulted in upgrading the older homes with fresh paint, cleaner yards and lanes in the community.

The historic sites such as **St. Augustine's Anglican Church**, **the Alyth Lodge**, and the Railway Museum and Park, illustrate to the community residents and tourists alike the historical role that the Millican-Ogden Community fulfilled during the initial years of construction of the CP and CN railways in the west and the development of the Ogden Shops.



3.0 COMMUNITY PLAN

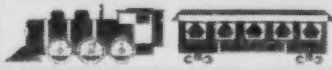
3.1 Executive Summary

3.1.1 Goals of the Community Plan

The primary goals of the planning process are to implement City Council's policies of the Calgary Plan (Municipal development Plan, 1998) as well as land use policies, social development policies and improvement plans that address needs and issues in Millican-Ogden utilizing a community development approach.

To achieve these goals, the following strategies will be used:

- a. Develop through a consultative process, a common vision and definition for a more healthy, sustainable community.
- b. Maintain and strengthen the small town character of the community as a low density residential neighbourhood through the preparation, approval and implementation of guidelines for residential, commercial and industrial redevelopment;
- c. Prepare an open space plan that provides linkages between local and regional open spaces;
- d. Prepare a transportation and transit plan addressing the safe movement of children, seniors and cyclists on local streets and reducing non-community traffic from short-cutting through the community;
- e. Prepare a social development plan that promotes neighbourhood pride and identifies educational, recreational and social programs and services as well as employment opportunities for individuals, youth and families;
- f. Foster a partnership between community representatives, local industry representatives and various departments of The City's Administration for development of strategies to address the quality of life issues;
- g. Document the trends concerning the safety and security issues in the community;



- h. Ensure that the practices developed in the development permit and the overall planning process maximize broad based citizen participation, democratic/shared decision-making, and communication from and to the residents of the community; and
- i. Evaluate the community development process at major milestones in order to ensure that the City and community goals are being achieved.

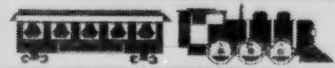
3.1.2 Plan in Summary and on Map 3, (Page 15)

The key policies, community initiatives and action plans for Millican-Ogden are highlighted below. These recommendations focus on enhancement of the neighbourhood characteristics and the revitalization of the neglected areas.

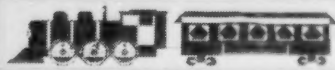
These policies also promote preservation of the community's heritage, visual neighbourhood improvements, local business and economic development, social programs supporting community health and well-being, safety and security, and education for youth, adults and families.

Millican-Ogden Community Association, in collaboration with The City's Administration, local businesses, community groups, other organizations and service providers will endeavour to bring the action plans to fruition. The involvement of residents will play a major role toward the implementation of these policies, and will in turn, promote a greater sense of accomplishment and pride in Millican-Ogden.

1. Develop the "old oil refinery" site both as a regional park and other possible uses such as a railway museum (pages 21 & 22).
2. Develop community "entrance" signs to be located at the four entrance points to Millican-Ogden: one on the north side of the CN bridge over Ogden Road; another at 24 Street and 90 Avenue; another at 18 Street and Glenmore Trail; and a fourth on Glenmore Trail east of Ogden Road (page 17).
3. Plant trees on the east side of Ogden Road between 50 Avenue and the CPR parking lots (page 30).



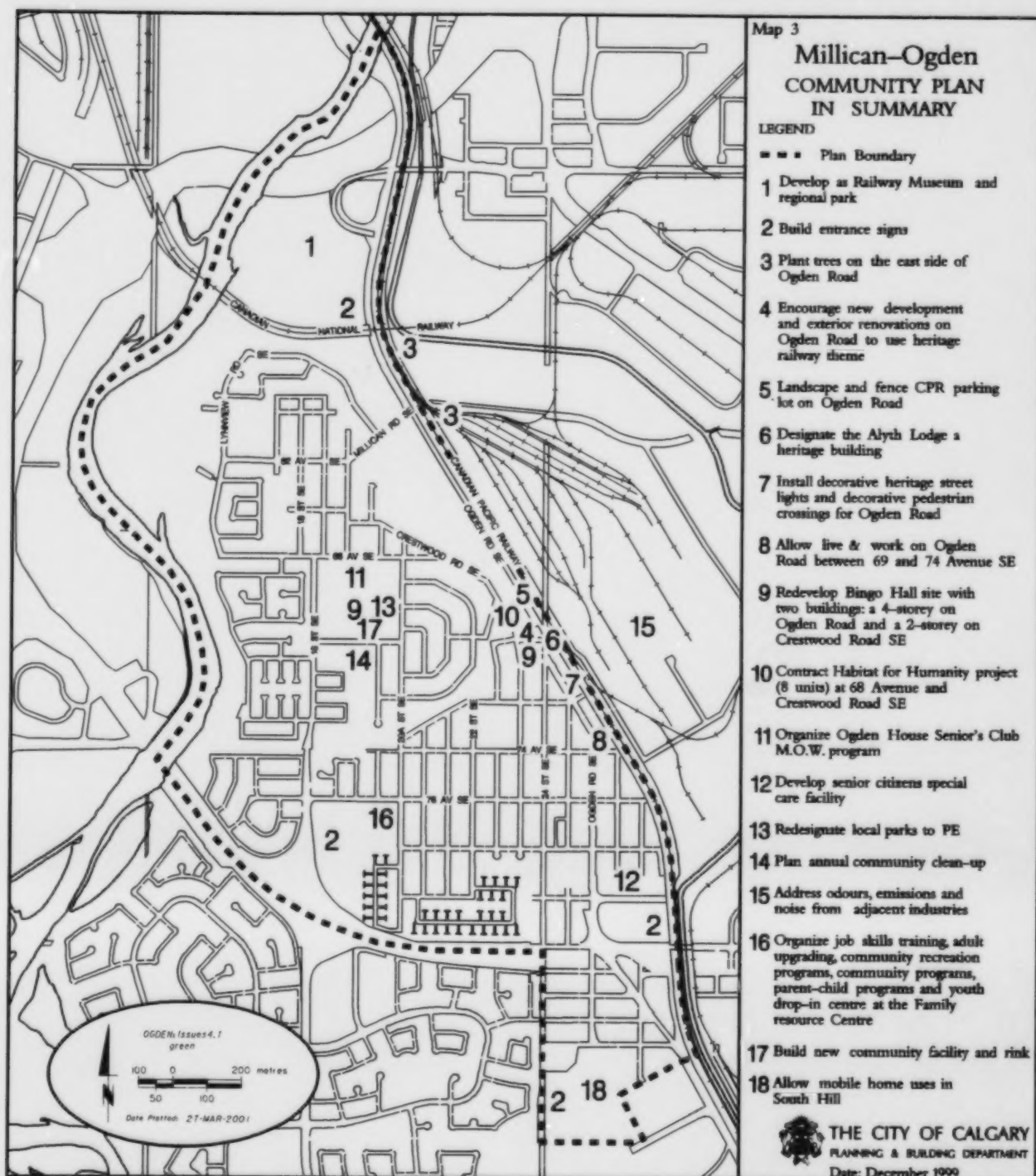
4. Promote Ogden Road as the historical "Main Street", particularly at the intersection of Ogden Road and 69 Avenue SE by redesignating (down-zoning) sites adjacent to Ogden Road and 69 Avenue from C-3 to C-2[12], by allowing owner-initiated redesignations of C-1 sites for third storey development provided it is for residential purposes, by encouraging mixed use developments as well as projects involving the upgrading of existing buildings to utilize the "railway heritage" theme in design and architectural details and by closing 68 Avenue SE between Ogden Road and Crestwood Road for commercial parking if needed (pages 16, 18, 19, 20, 55-62).
5. Landscape and fence the CPR parking lot on Ogden Road north of 69 Avenue (page 56).
6. Encourage restoration of the Alyth Lodge as an heritage site, and continuation of its mixed land use for commercial and residential purposes as well as other potential heritage sites in the community (pages 25, 26 & 59).
7. Replace the existing street lights along Ogden Road with "heritage" type street lamps and construct decorative pedestrian crossings along Ogden Road (page 19).
8. Encourage development of "live & work" type mixed land uses along Ogden Road between 24 Street to 74 Avenue SE (page 59).
9. Encourage redevelopment of the Bingo Hall site as a four-storey residential land use along Ogden Road that steps down to a two storey residential use along Crestwood Road (page 58).
10. Develop the vacant Habitat for Humanity site on Crestwood Road west of the existing car wash for semi-detached affordable housing (page 58).
11. Organize the Ogden House Senior's Club "Millican-Ogden Works" program.
12. Develop a senior citizens long term special care facility on surplus park space (page 69).

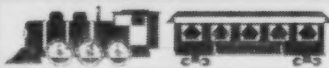


13. Redesignate (re-zone) the existing parks in the area to PE to protect their long term park use (pages 82-86).
14. Plan annual community clean-up days (page 33).
15. Address the negative impacts of the noxious smells and noise from the surrounding industries in the area (page 31).
16. Organize job skills training, adult upgrading, community recreation and parent-child programs as well as a youth drop-in at the Family Resource Centre (pages 34-51).
17. Build a new community facility and rink based on the results of a Needs and Preferences Study (page 23).
18. Allow mobile home uses in South Hill (pages 70-78).



The Ogden House Seniors Club (established in 1975)





3.2 Community Improvement Initiatives

The Community's improvement initiatives include action plans to improve the environmental and visual conditions of the community particularly on Ogden Road. These initiatives are not adopted by Council. They are the responsibility of the Millican-Ogden Community Association and at this time, do not require a financial commitment from The City.

3.2.1 Redevelopment with a "Railway Heritage" Theme

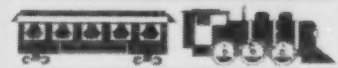
Context The community has recognized its historic connection to the railway and CP Ogden Repair Shops. To retain this historical connection, new developments as well as renovations and/or alterations particularly along Ogden Road are encouraged to utilize heritage railway elements. Specifically the Plan recommends:

- Action Plans**
- a. Encourage incorporation of architectural features and details in all new developments as well as alterations and/or renovations to existing commercial and residential buildings which reflect this historical theme (i.e., pitched roofs, eave and gable support beams, dormer windows, etc. as illustrated in this section).
 - b. Encourage both commercial and residential developments to re-create Ogden Road as the "main street" in the community.
 - c. Complement the historical "Railway Heritage" theme in other projects along Ogden Road (for example: by "entrance" signs to Millican-Ogden, decorative street lighting, wall murals, canopies, signage, street furniture, banners, kiosks and other related items).

Implementation The Millican-Ogden Community Association (MOCA) should either create a Sub-Committee as part of their Board to assume the lead responsibility for ensuring implementation of the above action plans; or assign this work to the Civic Affairs Committee.

Lead Responsibility MOCA and related Sub-Committee(s).

Partners/Advisors Developers; The City of Calgary.



Twila Jasper has lived in the community for 21 years. During that time she has been involved in MOCA figure skating, Bowview Ringettes, Calgary Minor Softball Association, Carburn Sports, and the Community Association Board of Directors. She sits on the Development Committee and the Steering Committee.¹

3.2.2 Entrance Signs with a "Railway Heritage" Theme

Entrance signs can add an important element to communities. They are usually used to identify community boundaries, to emphasize the entrance into a community as well as to promote the unique character of a community.

To promote the identity of Millican-Ogden community, and to boost their historical heritage, entrance signs are proposed at the following four entry areas:

- at the north entrance point along Ogden Road;
- at 24 Street and 90 Avenue SE;
- at Glenmore Trail east of Ogden Road; and
- at Glenmore Trail and 18 Street SE.

The exact locations are to be determined in consultation with the City of Calgary.

Implementation The Millican-Ogden Community Association.

Lead Responsibility MOCA and related Sub-Committee(s).

Partners/Advisors Funders; The City of Calgary.



Suggested "Entrance" Signs as drawn by Gary Millar, a community volunteer

¹ **Profiles:** Profiles are included of community volunteers who contributed countless hours in preparing the Community Plan.



3.2.3 Ogden Road Redevelopment

Context In light of the concerns raised for Ogden Road, local residents suggested a variety of ways the road and its environment could be refurbished and revitalized in order to encourage more pedestrian activity.

Goal To contribute to the enhancement and beautification of the pedestrian realm along Ogden Road.

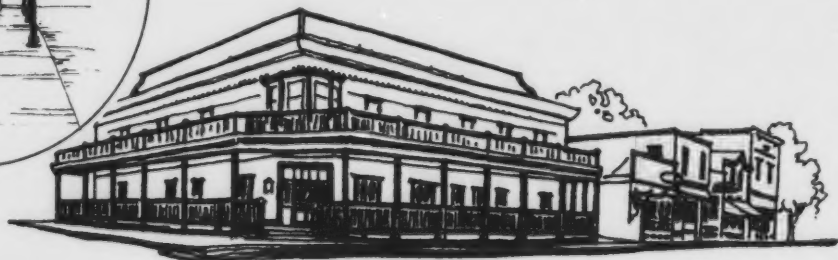
Action Plan A committee established by MOCA should encourage the building owners, local area businesses and industries to contribute to the beautification of the pedestrian realm along Ogden Road. In addition to the placement of "heritage" light fixtures, this can be achieved by:

- planting of trees, planters, hanging flowers, kiosks, information booths and banners along the sidewalks;
- placement of canopies, awnings, benches/sitting areas, and "heritage" style light fixtures on buildings;
- placement of heritage dedication murals and seasonal decorative elements (i.e. decorative lighting during the Christmas season).

Implementation The Millican-Ogden Community Association.

Lead Responsibility MOCA and related Sub-Committee(s).

Partners/Advisors Funders; The City of Calgary.



Conceptual Drawing - historic pedestrian-oriented environment in Heritage Park
(Focus on pedestrian-oriented street furniture and other decorative elements)



3.2.4 Decorative Street Lighting

Context According to the 1996 Household Survey responses, the area residents wish to see changes and improvements, particularly along Ogden Road which was the original "main street" of the community.

Goal To refurbish the Ogden Road area with a particular type of decorative lighting to emphasize the "Railway Heritage" theme.

Action Plan The Environment Committee will take the initiative to replace the existing street lights with decorative light fixtures which emphasize a historic/heritage theme.

In addition to replacement of the light fixtures, the electrical wiring should, if possible, be placed underground. The following conceptual drawing also demonstrates a building design and application of some of the typical features and details of old railroad stations which are considered a part of Alberta's heritage.

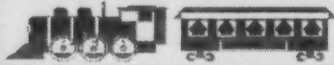
Implementation The Millican-Ogden Community Association (MOCA).

Lead Responsibility MOCA.

Partners/Advisors Funders; The City of Calgary.



Conceptual Drawing - Proposed Heritage Style Light Fixtures (for installation along Ogden Road)



3.2.5 Decorative Pedestrian Crossings

Context Ogden Road - the original "main street" has suffered neglect over time, and requires refurbishment and revitalization in order for new businesses to move in and the existing businesses to remain in the area.

Goal To revitalize and refurbish Ogden Road as the "main street", as a local commercial node, and to encourage increased pedestrian activity in the area.

- Action Plan**
- Construct decorative pedestrian crossings at important intersections along the Ogden Road and 69, 72, 74, 76 & 78 Avenues. Such pedestrian crossings should be of different texture and/or colour (i.e. red brick, cobble stone, etc.).
 - Provide other pedestrian-oriented street furniture and decorative elements particularly around the decorative pedestrian crossings such as benches under canopies and awnings, information kiosks, hanging flower baskets, planters, etc.

Implementation The Millican-Ogden Community Association (MOCA).

Lead Responsibility MOCA.

Partners/Advisors Funders; The City of Calgary.



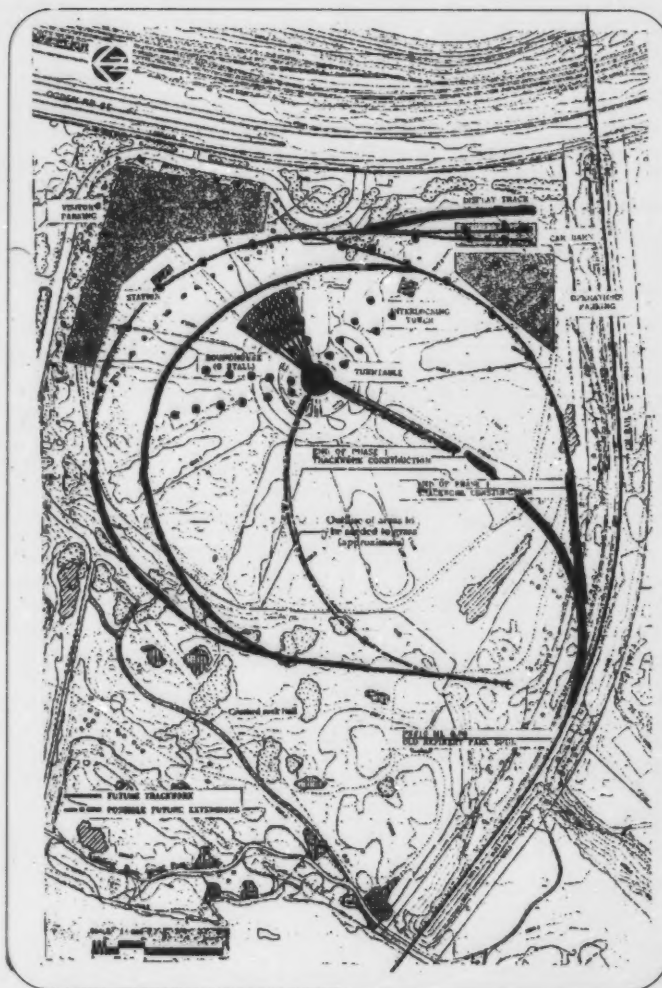
Conceptual Drawing - (Pedestrian beautification elements for Ogden Road)



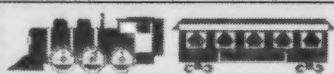
3.2.6 Railway Museum

Context The community is eager to develop a private railway museum in an effort to exhibit the historical beginnings of the area. The community has given their support to a group of businessmen who wish to develop such a museum on the "Old Oil Refinery Park" site. This facility would provide an educational experience to the area residents and visitors regarding the early railway development.

Goal To develop a private railway museum for exhibition of the historical railway beginnings in Millican-Ogden.



Conceptual Drawing - Proposed Railway Museum Plan (Old Oil Refinery Site)



Action Plan Support the initiative by the Alberta 2005 Railway Museum Society to develop a private railway museum on the former Imperial Oil Refinery site.

Implementation Establish a Sub-Committee of MOCA to support the railway museum development in the community.

Lead Responsibility MOCA; the Alberta 2005 Railway Museum Society.

Partners MOCA; Railway Companies; The City of Calgary; the Alberta 2005 Railway Museum Society; local businesses and other interest groups.



Historic railroad related structures and elements



3.2.7 Community Recreational Facilities

Context Millican-Ogden has numerous outdoor recreational facilities such as ball diamonds and soccer fields. The indoor facilities are limited to an aging arena leased from The City of Calgary and an old community hall with limited uses. Respondents to the 1996 Household Survey indicated a desire for improved facilities.

Goal To improve the recreational facilities for the residents of Millican-Ogden.

Action Plan Carry out a needs and preferences study for a new community hall and arena.

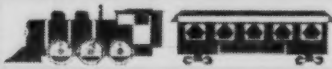
Implementation Establish a sub-committee of the Millican-Ogden Community Association to carry out the needs and preferences study and to prepare a business plan to address fund-raising.

Lead Responsibility MOCA.

Partners MOCA, The City of Calgary and potential funders.



Community Hall



3.2.8 Potential Heritage Sites in Millican-Ogden

Context Heritage preservation is primarily a community responsibility. Community residents are one of the primary sources of historical information in their community (Map 4). Since Millican-Ogden is one of the oldest, most well-established residential communities in Calgary, there are several buildings in the area that merit heritage recognitions. The community needs to request from the City further research of the potential heritage sites in Millican-Ogden in order to ascertain their heritage value.

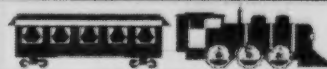
Goals for Heritage Preservation To retain/secure protection of the potential heritage sites in Millican-Ogden, and to encourage restoration of these sites as complementary elements of the historical characteristics of the area.

- Action Plans**
- a. These older buildings should be evaluated by The City of Calgary Heritage Advisory Board to determine their significance and potential for inclusion on The City of Calgary's "Inventory of Potential Heritage Sites."
 - b. Owners of the sites proposed for inclusion on the "Inventory of Potential Heritage Sites" should be contacted by the Planning & Building Department to advise them of the special nature of their properties.
 - c. Additions and alterations to structures identified in the "Inventory" should be evaluated where applicable, with the goal of retaining the integrity of the specific building styles and characteristic details.

- Implementation**
- a. MOCA Civic Affairs Committee should encourage the City of Calgary Heritage Advisory Board to evaluate the subject properties.
 - b. The City of Calgary Heritage Advisory Board will be responsible for the evaluation of all the additions and/or alteration projects to the potential heritage sites identified in this Plan.

Lead Responsibility Property owners of the subject sites; MOCA; The City of Calgary.

Partners Property owners of the subject sites; MOCA - Civic Affairs Committee; The City of Calgary - Heritage Advisory Board; Planning & Building Department.



Sandy Wilson has lived in the community for 14 years. During this time has been involved in the 20th Ogden Scouts Parents Association, in the Community Association as Chairman of the Family Resource Centre, Chairman of the Ogden Association Stay in School program (OASIS), as 1st Vice-president, in the Toy Lending Library and the MOCA Link and the Ogden Inter-Agency Committee. She sits on the Steering Committee and the Business and Economic Development Committees.

1. The Alyth Lodge (Hotel Ogden)

6808 Ogden Road SE

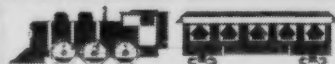
(Listed as "Category B" on the "Inventory of Potential Heritage Sites")

Designed by Calgary architect George MacDonald Lang and built by the Calgary Brewing and Malting Company in 1912, the Ogden Hotel was a focal point for the area serving both the workers located at the Inglewood-based Brewery and the newly established CPR Ogden Shops. Between 1915 and 1919, the building was retrofitted to serve as Calgary's first convalescent hospital for wounded World War I veterans.

In the early 1920s, the building was taken over by the Province of Alberta and converted into a single men's hostel. It was operated by the Salvation Army as a single mens' hostel between 1945-1970. The Ogden was renamed the Alyth Lodge in reference to the local CPR station, and converted to retail and apartment use in 1970.



The Alyth Lodge today (built in 1912)

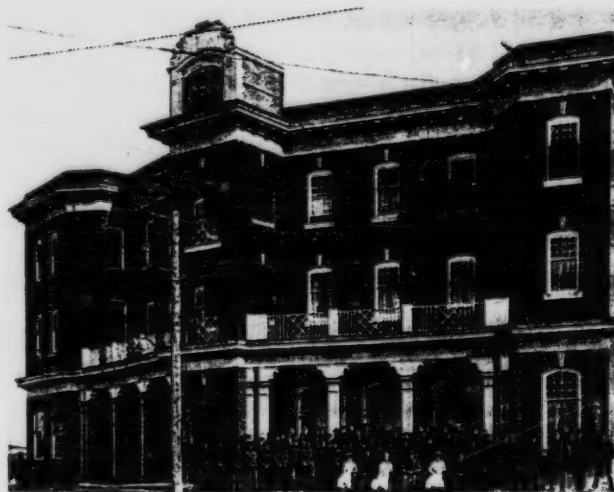


Mag Housken has lived in the community for 25 years. During this time, he has been an Elder and Christian Education Director in the Ogden United Church, President, Sports Director, Community Hockey Program Director, Director of Moca Link, Civic Affairs Director in the Community Association and Sherwood Community School Council, involved in Calgary Minor Hockey Association, Blackfoot Hockey Association, Calgary Minor Softball Association, Calgary Minor Sports, Calgary Parks and Recreation Board, various roles related to Carburn Park, Calgary Fort Lions Club, and the Southeast, Calgary Forest Lawn and Calgary Edgemont Progressive Conservative Associations. He sits on the Development Committee and the Steering Committee.

The structure's most striking feature is its angled *facade*, situated to fit the shape of the road and the site. The *fascia* is composed of red brick, with the windows framed by sandstone *lintels* and *keystones*. The structure's open porch and *parapet* give the building added grandeur and visually convey both Western Canadian functionality and turn of the century elegance.²

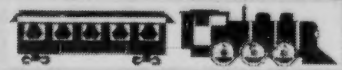
The size and height of the building demonstrate the importance placed upon the Millican-Ogden area by the early businesses of Calgary. With three storeys topped by a significant entablature, the hotel was significantly larger than any other development around. Its visibility for many blocks makes it a community landmark.

The picture below (dated, 1917) from the archives of The Calgary Regional Health Authority, illustrates the historical architectural details of the building, some of which since have been removed.



The Hotel Ogden (as the convalescent hospital in 1917)

² All italicized items may be found in the Appendices under Glossary of Terms.



Derek Spooner has lived in the community for 49 years. During that time, he has been involved as a youth leader, Elder, Board secretary and Board Chairman, Sunday School teacher in the Ogden United Church, Chairman, and Board Member of the Ogden Savings and Credit Union, Chairman of the Civic Affairs Committee, President of the Community Association, Trustee, Finance Chairman, Chairman and Vice-chairman of the Board of District #93 Hospital Group, and Board Member, 1st Vice-president, President, Past President of Ogden House Seniors. He sits on the Transportation Committee, the Development Committee and the Steering Committee.

2. **St. Augustine's Anglican Church & Parish Hall**

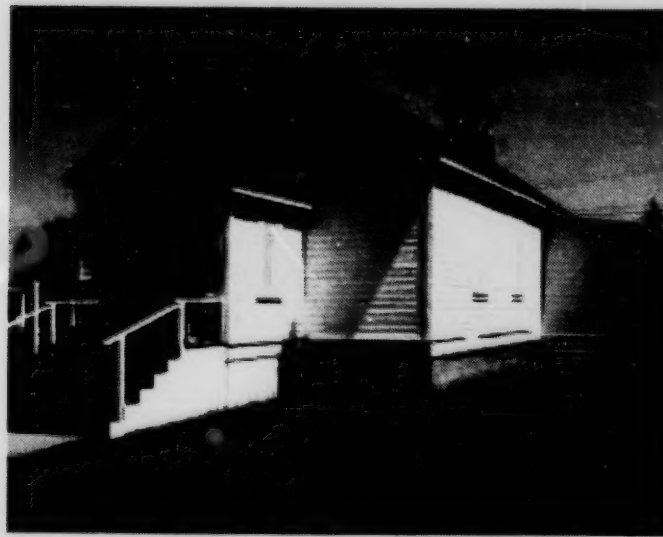
7604 22A Street SE

(Listed as "Category C" on the "Inventory of Potential Heritage Sites")

Typical of many prairie-style churches, St. Augustine's is a small scale, single-storey, gable-roofed, wood frame structure, clad in wood *clapboard*. The church has a small bell tower unique to its elongated pyramidal roof. An enclosed porch may have been part of the original structure or may have been added later. As a home-steading parish, St. Augustine's was originally intended to serve a rural congregation, and was dedicated by Bishop Pinkham in 1912.

The Parish Hall began its function as the Mah Hong Restaurant located on 25 Street between 72 and 74 Avenues, to feed the workers in the CPR Ogden Repair Shops. The building became the headquarters for one of the combatants during the 1913 World Championship Boxing Match. In 1921, the ownership was transferred to the City for the taxes owed.

The church was originally located on the west side of 22A Street. In 1921, the congregation bought the building, and moved its church to their present site on the east side of 22A Street. The Parish Hall is located on the west side of 22 Street directly across from St. Augustine's Church. Both structures predate the buildings that presently surround them; thus they contribute historical character to the area in addition to their continued role as a spiritual centre and for other community related functions.



St. Augustine's Anglican Church



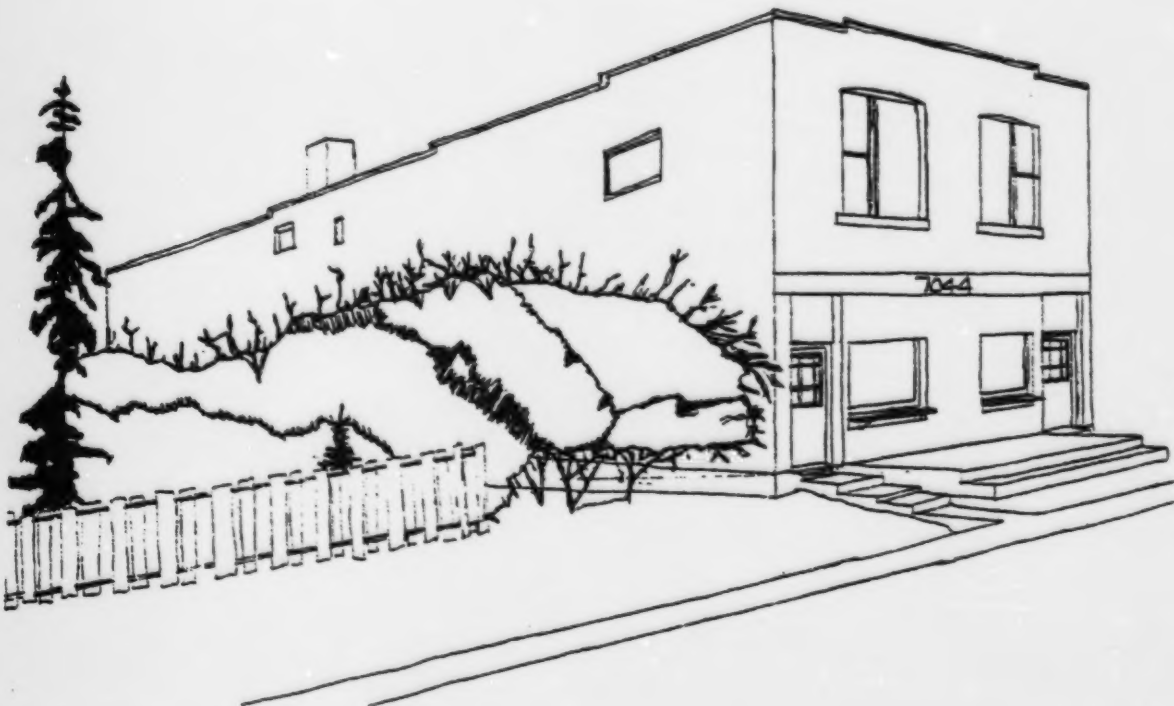
Lil Whiteside has lived in the community for 4 years. Over the years she volunteered as the citizen representative and Vice-chairman on the Johnson Memorial Hospital Board in Gimli, Manitoba, Acadia Community Association, the Lutheran Church in Acadia, Ogden House Seniors and Riverbend Cops Shop. She sits on a number of committees associated with this plan, one of which is the Steering Committee.

3. The Ogden Block Apartments
7044 Ogden Road SE

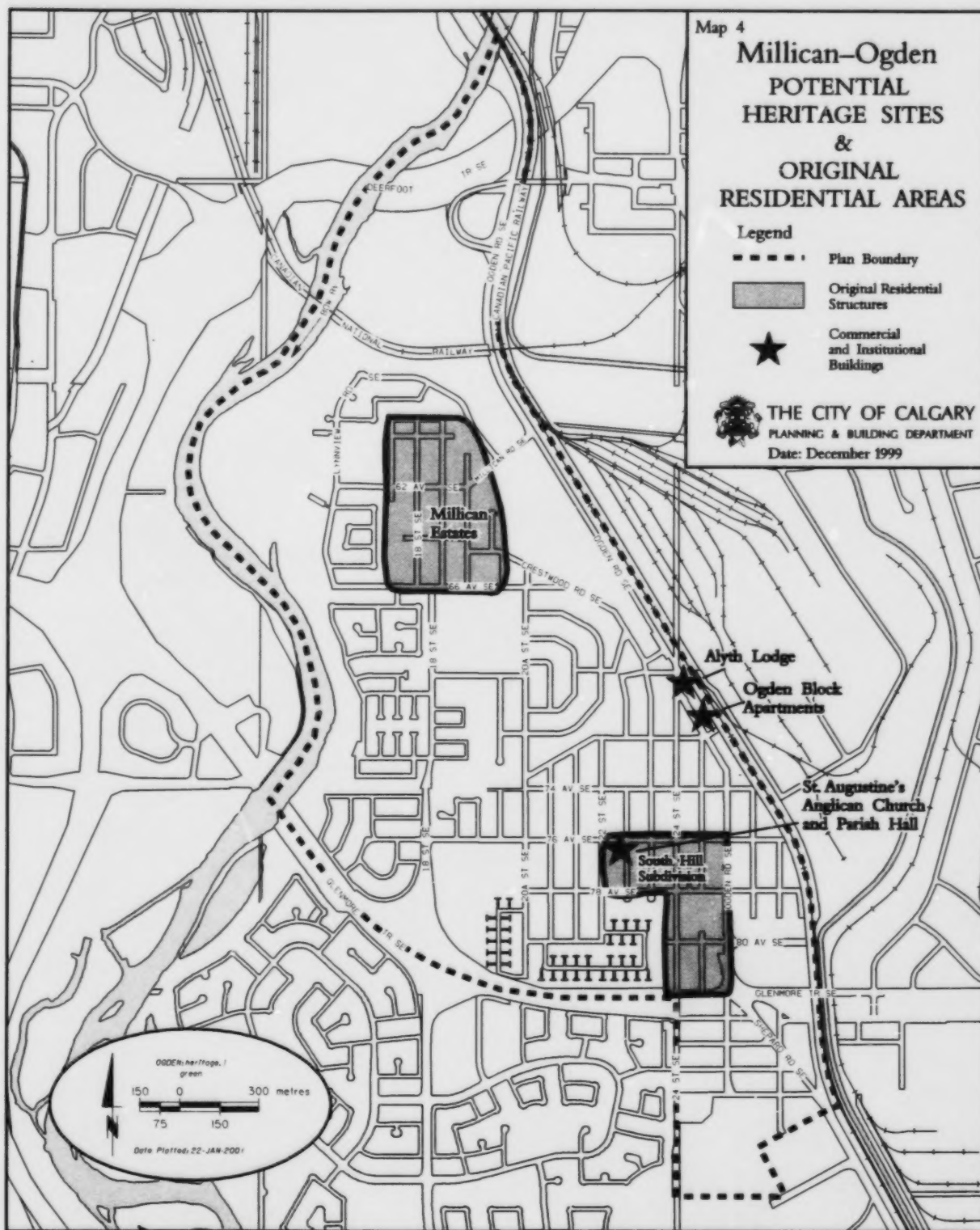
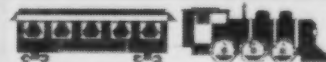
This apartment building was constructed in 1914, by Eng Hon Quan and Eng Shon Yun who operated the Hong Lee laundry from the main floor. There were 18 second floor rooms used by boarders until the early 1920s.

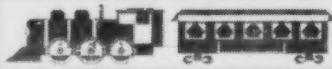
Along with the Alyth Lodge, it is the only other multi-storeyed building which incorporates brick as a building material along Ogden Road. The external *veneer* of red brick was used in order to create a false *facade* and to make the building look impressive, while the building behind it was less than noteworthy.

These "brick town" structures were intended to create a certain impression about the proprietor's prominence and prosperity.



The Ogden Block Apartments





3.2.9 Community Enhancement Projects

Context Millican-Ogden residents are proud to have the beautiful natural features like the Bow riverbank, wide corridors of open spaces, the mature landscaping, beautifully landscaped yards, and the well-maintained properties that they enjoy in their neighbourhood.

Goals To revitalize those areas of the community, including Ogden Road, that have suffered neglect over time, and to develop projects to improve and beautify the community.

Action Plans The following list (pages 30-40) presents a spectrum of neighbourhood enhancement projects that are planned for action, as identified through the planning process.

Implementation MOCA should create a Sub-Committee as part of their board to assume the lead responsibility for ensuring implementation of the above goals, or assign this work to the Civic Affairs Committee.

Lead Responsibility MOCA; other Working or Sub-Committees; area businesses and industries; community interest groups.

Partners MOCA - various Sub-Committees; various departments of The City of Calgary; area businesses and industries.

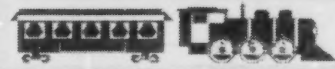
3.2.9.1 Tree Planting

Context One of the major attractive elements of Millican-Ogden is the mature landscaping and tree coverage along the neighbourhood boulevards and in local parks. It is important that the existing tree cover be protected particularly in view of the spread of Dutch Elm disease into Calgary.

Goal To screen the industrial plants and parking areas, to enhance the visually neglected parts of the neighbourhood, and to ensure that the Millican-Ogden continues to be a well-treed community.

Action Plans It is recommended that the Environment Committee:

- a. Work with representatives from the Calgary Parks & Recreation Department, private industry and various government agencies to determine the most appropriate tree pruning and planting projects for their community.
- b. Organize tree planting days and festivals through the community in order to promote community participation in the neighbourhood beautification projects.



- c. Encourage local industries and businesses to donate trees for the neighbourhood enhancement and promote involvement of local industries and businesses in the planning and implementation of park planning and tree planting projects.

3.2.9.2 Noise & Clean Air

Context The Environment Committee comprised of community volunteers have met with representatives of local industries to address noise and vapour emissions from the adjoining industrial areas. These meetings have led to tours of the various sites as well as discussions on how improvements to noise and emission complaints could be made. The discussions with the representatives of CP Rail, Imperial Oil Resources Ltd., Alberta Processing Company, Prudential Steel Ltd., and Maloney Industries have been both informative and interesting.

Goals To address the industrial impacts of noise and vapour emissions in order to improve the air quality in Millican-Ogden while at the same time ensuring the viability of these industrial operations both now and in the future.

Action Plans It is recommended that the Environment Committee:

Stuart Nadeau is a Senior Environment Specialist for Imperial Oil Resources Ltd. Although not a member of the community, he has been particularly cooperative and helpful in assisting the Environment Committee in its tree planting initiatives.

- a. Encourage continued involvement of the local industries in dealing with the clean air and air quality issues in Millican-Ogden.
- b. Promote communication with the representatives of the local industries; encourage their involvement in the processing of mitigation programs; and discuss the feasibility of joint-venture arrangements for a cooperative undertaking of the environmental improvement projects.



An industrial operation in Millican-Ogden



3.2.9.3 Contaminated Properties

Context In addition to the odour and noise pollution from nearby industrial activities impacting adjacent residential areas in Millican-Ogden, there is also some uncertainty with respect to contamination from past and present commercial and industrial operations in the area. In particular, there is an ongoing concern with the containment of contamination and clean-up of the "Old Oil Refinery Park", located at the north end of the community. The community concerns relate to the effectiveness of the current mitigation measures and the continued inadequacy of landscaping/tree planting as buffer zones.

The *Alberta Environmental Protection and Enhancement Act* recognizes that correcting environmental pollution requires vigilance and voluntary cooperation of landowners, scientific experts, provincial and municipal governments. The "Interim Policy" documents that were approved by City Council in 1995 and 1996 should be consulted in dealing with contaminated properties.

Goal To ensure proper rezoning for any action or redevelopment of a property that is found to be contaminated.

- Action Plans**
- a. Contact Alberta Environment Protection if contamination is suspected, the Calgary Fire Department and Calgary Engineering and Environmental Services; and investigate any knowledge of past activities and environmental site assessments through a Disclosure Statement.
 - b. Work with the Planning & Building and the Engineering & Environmental Services Departments to check the records for past activities and prepare a hazard contingency action plan.
 - c. In case of redevelopment of a contaminated property, the community association in cooperation with the related Departments of The City's Administration, must ensure that an environmental consultant prepares a "Remedial Action Plan" or "Risk Management Plan (Phase 3 ESA)", and have it endorsed by Alberta Environmental Protection and Calgary Health Services.



3.2.9.4 Community Clean-up

Context Millican-Ogden is, for the most part, a clean, attractive and well-maintained community. Respondents to the 1996 Household Survey indicated that the older parts of the community particularly along the Ogden Road require special attention and that the physical and visual characteristics of Ogden Road business area need to be improved.

Goal To improve the visual characteristics of Ogden Road and other unsightly neglected areas of Millican-Ogden.

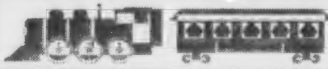
Action Plans It is recommended that the Environment Committee:

Elsie Kosek has lived in the community for 47 years. Over the years she has been involved in Cubs and Scouts. She has been a Director of the Community Association (18 years), Director and President of the Sherwood Home and School Association (18 years), Director of the Calgary Buffalo "AA" Hockey Association (18 years), Director on the Max Bell Arena Society (14 years), Volunteer of the Macs Hockey Tournament (16 years) and Volunteer of the Battered Women's Society. She is the Chairman of the Environment Committee and also sits on the Steering Committee.

- a. Work with Solid Waste Services of the Engineering and Environmental Services Department in organizing and carrying out annual community clean-ups and encourage the awareness and importance of neighbourhood cleanliness.
- b. Work with bylaw enforcement staff from the Engineering and Environmental Services Department in enforcing the "Unsightly Premises Bylaw."
- c. Promote annual "Community Clean-Up Days" and other special neighbourhood events for area residents and youth to take part in voluntary cooperation.



Tree-lined open space corridors in Millican-Ogden



Hazel Duncan has lived in the community for 18 years. Over the years she has been involved in PRIDE (Parents Resources Institute for Drug Education), Block Watch, Minor Sports, the Millican-Ogden Community Association, the Riverbend Community Association and the Manufactured Housing Association. She currently sits on the Environment Committee.

3.3 Social Development Plan

This section outlines a series of action plans and initiatives developed by community volunteers to address special issues identified during the 1996 Household Survey and the planning process.

The Millican-Ogden Community Association (MOCA) and its sub-committees will be responsible for acquiring the necessary funds to implement these action plans. While these action plans are an integral part of the Community Plan, Council is not at this time committing the administration to financing these action plans. The implementation of these action plans is addressed through the MOCA Business Plan.



Millican-Ogden Community At Work



3.3.1 Community Economic Development

Implementation

Mary Jones has lived in the community 18 years. She has been active in the Royal Canadian Legion for over 50 years. For two of those years, she was the President of the Drumheller Legion. She currently is a member of the Environment Committee.

Throughout the community planning process, emphasis was placed on increasing the range of employment opportunities for community residents. According to The City of Calgary's Indices of Need (1995), 10% of the population in Millican-Ogden is in receipt of government financial support programs such as Supports for Independence (SFI), Employment Insurance (EI), and Guaranteed Income Supplement (GIS for Seniors).

Increasing access to job opportunities for Millican-Ogden residents can be achieved using three different approaches. One method is to develop programs that will provide residents with the training and/or upgrading required to make them more marketable in a competitive employment climate. A second method is to develop programs that will provide the support and knowledge residents require to start their own small businesses. A third approach, discussed later in the white pages (page 55) is to revitalize Ogden Road between 68th Avenue and 72nd Avenue into a "live & work" type area where residents can establish businesses from their homes.

Implementation

The Community & Social Development Department should support the MOCA Family Resource Centre to stimulate local employment opportunities through the following action plans.

Lead Responsibility

MOCA Family Resource Centre.

Partners

Community & Social Development Department, local businesses/organizations and other related organizations.

Goal #1

To enhance and promote employability of interested Millican-Ogden residents.

Objective #1

To develop community based job preparation programs.

Action Plans

- a. Link community residents with existing services that assess skills, abilities, and interests (i.e. YWCA - Employment Counselling Services).
- b. Link community residents with the existing academic, practicum and work/experience programs within and outside the community.
- c. Identify personal barriers that may prevent success in such programs (i.e. addictions, depression, daycare) and link to appropriate support services.

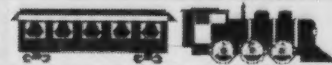


- d. Support and expand the services of the MOCA Family Resource Centre computer training laboratory.
- e. Encourage new initiatives through partnerships that will provide skills training to unemployed persons (i.e. Millican-Ogden Works - (M.O.W.) project).
- f. Maintain the M.O.W. Project and the snow removal project.
- g. Encourage more certificate programs in the trades to be made available through the local schools.
- h. In partnership with local businesses, develop job training and mentoring opportunities for community residents.
- i. Encourage post-secondary institutions such as Bow Valley College, Southern Alberta Institute of Technology (SAIT), and Mount Royal College (MRC) to establish community based skills and employment upgrading programs.
- j. Provide opportunities for free job advertisements throughout the community.

Goal #2 To encourage local small business development and an increase in entrepreneurial opportunities.

Objective #1 To identify trends and options for small business development.

- Action Plans**
- a. Create an inventory of existing businesses.
 - b. Contract technical assistance to develop a marketing strategy that highlights new markets and opportunities.
 - c. Provide assistance for the legal and financial aspects of setting up small businesses in the area.
 - d. Establish partnerships with existing programs that support small business development (i.e. Bow Chinook Barter Community, the Self-Employment Development Coalition SEDCO, and Mennonite Central Employment Development Committee).



Objective #2 To facilitate access to financial resources for small businesses

- Action Plans**
- Encourage local banks to help develop new sources of small business capital.
 - Link first time business owners to existing peer lending/loan circles.

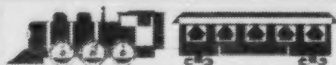


Millican-Ogden Works (M.O.W.) Project (Initiated by the Community in the summer of 1998)

3.3.2 Education

Context There are three elementary schools and one junior high school in Millican-Ogden. It was generally agreed upon by those involved in conducting the 1996 Household Survey, that the home, the school and the community jointly play an integral role in fostering achievement and success during students' learning years and future career pursuits. In response to a survey question "whether parents and schools in Millican-Ogden could do anything to further enhance the quality of education being offered", 61% of the respondents replied in the affirmative and suggested that this could be done, by:

- encouraging more parental involvement; putting more emphasis on some of the curriculum subjects like reading, writing and arithmetic;
- providing more opportunities for parents and teachers to come together; and
- developing evening/afternoon learning programs for children and their parents.



Implementation The Community & Social Development Department to support the MOCA Family Resource Centre's Education Committee in implementing the following action plans.

Lead Responsibility MOCA Family Resource Centre - Education Committee.

Partners Banting & Best Elementary School; Ogden Elementary School; St. Bernadette Elementary and Sherwood Junior High School; Calgary Parks & Recreation; Calgary Public Library; Calgary Regional Health Authority; Ogden House Seniors; Calgary Learning Centre; and other stakeholders as appropriate.

Goal #1 To encourage children to complete their education.

Objective #1 To develop community based learning programs.

- Action Plans**
- a. Collaborate with community-based resources (i.e. schools, MOCA Family Resource Centre, public library, day cares) and external resources (i.e. Calgary Learning Centre, Bow Valley College, Viscount Bennett Centre) to support a variety of multi-level learning programs.
 - b. Encourage more volunteer participation in the schools (i.e., grandparent's program).
 - c. Establish programs for older youth to read to younger youth.
 - d. Link people to existing library programs.
 - e. Supporting mentoring and tutoring programs.
 - f. Establish computer training programs.



Millican-Ogden children studying in the school yard



Objective #2 To coordinate school programs that support learning in an environment that fosters total health.

- Action Plans**
- a. Support a nutrition/breakfast program.
 - b. Encourage active living by developing recreational and physical activities.
 - c. Provide family support services.
 - d. Support positive peer relationships programs.
 - e. Encourage non smoking programs in schools.

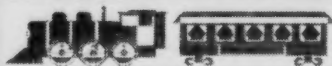
Objective #3 To increase parent participation in school programs.

- Action Plans**
- a. Identify and remove the barriers that prevent parents' involvement in their children's education.
 - b. Encourage schools to host regular "open houses", and to coordinate and host "family nights."
 - c. Schedule regular joint school council meetings (suggested among all 4 schools in Millican-Ogden) for improved communication.
 - d. Encourage school accessibility for community and family programming during the weekends and after school hours.

Goal #2 **To promote adult education, upgrading and skills training in the community for those residents interested in continuing their education.**

Objective #1 To develop and advertise needed academic programs within the community.

- Action Plans**
- a. Request post-secondary institutions (i.e. Bow Valley College, SAIT, Mount Royal College, Viscount Bennett Centre, Calgary Board of Education) to establish community based upgrading programs.
 - b. Develop programs tailored to the needs of community residents (i.e. job preparation, resume writing), and communicate availability of such programs to community residents.



Objective #2 To develop "Work/Experience" programs.

Action Plan Establish apprenticeship programs, job shadowing, certificate programs, job training, management training programs with post-secondary institutions and local businesses.

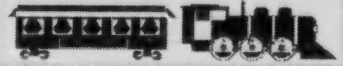
Objective #3 To identify existing skills community residents have and are willing to teach to others.

Utilize the Bow Chinook Barter Community to:

- Action Plans**
- a. Develop a community wide skills "resource bank" that identifies skills community residents would like to teach; and skills they would like to learn.
 - b. Communicate existence of the "resource bank" to all community based services (i.e. Legion, MOCA, churches, etc.) to ensure their participation.
 - c. Establish workshops/classes and educational sessions related to topics of interest identified by community residents.

Objective #4 To develop and promote community-based support services that reduce barriers to education, training, and employment.

- Action Plans**
- a. Assess the barriers and link people to the necessary support services (i.e. daycare, funding, and ride-sharing).
 - b. Develop support services that are not available (i.e. baby-sitting co-ops, ride-sharing).
 - c. Support the development of a community resource directory that is updated and distributed regularly.



3.3.3 Family Support Services

Context The MOCA Family Resource Centre opened its doors at its current location in June 1996. This "one stop" service centre was established as a result of a group of community residents, interest groups and service providers who envisioned a centre that would provide informal services and resources to families within Millican-Ogden.

1996 Household Survey respondents identified support for a number of services: community health (94%) store front police services (93%) community social work (87%) a meeting place for self-help groups (87%) personal counselling (84%) unemployment (82%) provincial social services (78%)

81% of the respondents of the 1996 Household Survey, distributed to all Millican-Ogden residents as part of this planning process, indicated support for all-services centre in the community. The staff in the Family Resource Centre (three positions), under the leadership of the FRC volunteer committee, is responsible for coordinating programs and services to families and children. These early intervention services are meant to augment existing services and programs that promote the health of the community through the participation of community residents in programs as volunteers and leaders.

Implementation The MOCA should include the Family Resource Centre as a Standing Committee in its organizational structure.

Lead Responsibility MOCA FRC Committee and staff.

Partners MOCA Inter-agency Members including: Representatives from Millican-Ogden schools; local churches and other community organizations; the Calgary Regional Health Authority; Calgary Police Services; Calgary Parks & Recreation; Community & Social Development Department; Alberta Family & Social Services; foster parents; community businesses and funders; professionals and service clubs.



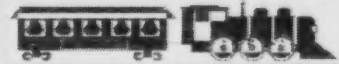
Goal #1 To provide early intervention and support services that assist families in providing a safe, nurturing environment, both at home and in their community.

Objective To establish a central community-based service centre that provides support services to families.

- Action Plans**
- Ensure that the MOCA Family Resource Centre continues to be housed within the community.
 - Secure sustained funding for three staff positions (project & volunteer coordinator, outreach worker, business and community liaison).
 - Develop resources and programs in response to community needs (i.e. toy lending library, clothing exchange, collective kitchens, computer training laboratory).
 - Develop community gardens where feasible throughout the community.



MOCA Family Resource Centre (Summer 1998)



Goal #2 To promote the concept of "Neighbours Helping Neighbours."

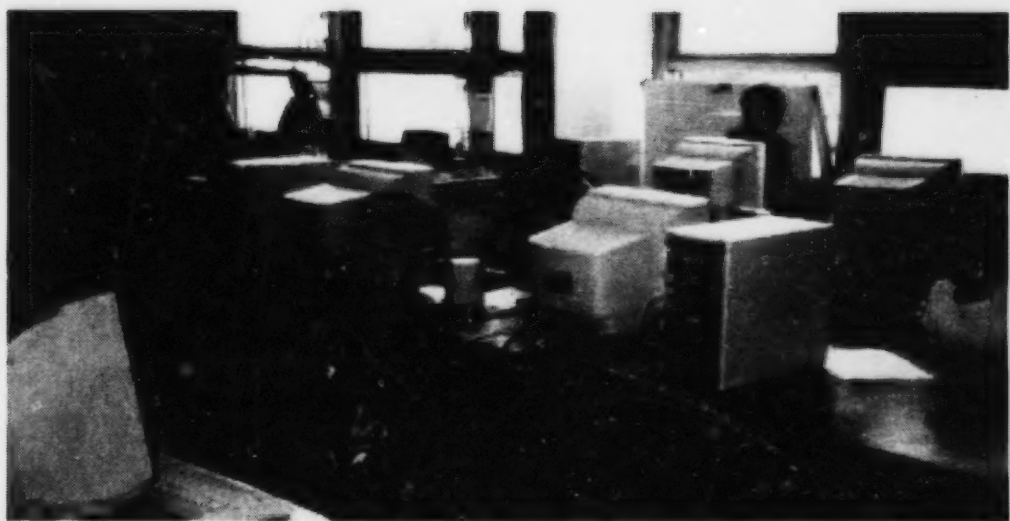
Objective To encourage the development of self-help groups and mobilize community volunteers in response to needs and ideas expressed by the community members.

Action Plan Provide opportunities for exchange of services and resources among various age groups such as seniors, teens, young adults, children & families.

Goal #3 To increase parental understanding of their children's emotional, social and intellectual needs.

Objective To develop programs that will provide parents with "how to" information regarding their children's development, and to acquire skills that will assist them in parenting.

- Action Plan**
- a. Provide opportunities for parents to meet with other parents. (i.e. toy lending library, Parent Take a Break).
 - b. Organize parenting classes and activities that will respond to community family needs in Millican-Ogden.



Computer Laboratory (at the MOCA Family Resources Centre)



3.3.4 Prevention of Family Abuse/ Promotion of Family Well-Being

Context Family abuse is recognized as a concern in the Millican-Ogden community. 29% of respondents to the 1996 Household Survey indicated that they knew someone in the community who was a survivor of family violence. When the question was asked as to how the community could respond to the problem of family abuse, almost 400 suggestions were received. Many creative strategies were suggested by community members. These suggestions highlight community-based and individual action.

Implementation The MOCA Family Resource Centre with the support of the Millican-Ogden Counsellors Group will implement the following goals and objectives.

Lead Responsibility MOCA Family Resource Centre Committee.

Partners The Millican-Ogden Counsellors Group including: resource teachers; Alberta Mental Health; Alberta Family & Social Services; Calgary Regional Health Authority (public health nurse); Calgary Family Services; AADAC; YWCA Sheriff King; Community Women In Action; Community & Social Development Department; Calgary Police Services, Community Liaison.

Goal #1 **To increase awareness of the issue of family abuse.**

Objective To provide relevant information regarding family abuse on a continuous basis throughout the community.

- Action Plans**
- a. Distribute information to the community through various means (i.e. pamphlets, posters, newsletter articles, community events to raise awareness).
 - b. Encourage appropriate education on family abuse and violence against others within local schools.
 - c. Promote community based workshops on coping with stress, problem solving, conflict mediation for children, youth and adults.



Goal #2 To decrease the incidence of family abuse in the Millican-Ogden community.

Objective To develop programs/resources that will assist in preventing the cycle of violence.

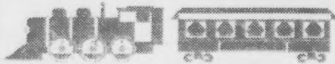
- Action Plans**
- a. Link residents with the existing resources and programs.
 - b. Work closely within the Calgary Police Service.
 - c. Provide on-going counselling and support groups for families experiencing abuse.
 - d. Support and develop parenting programs as needed (e.g., Sheriff King's Family Support Centre).
 - e. Encourage the development of anger management/conflict resolution programs within local schools.

3.3.5 Youth Issues

Context Throughout this community planning process, it has become apparent that a comprehensive approach is required in planning for the needs of youth in Millican-Ogden. This includes the social, emotional, educational, recreational, and employment needs of youth between the ages of 12 to 17. Affordable programming is required as approximately 7.1% of youth between the ages of 12 to 17 live in households that receive Supports for Independence (SFI) (December 1996 - Alberta Family & Social Services). This figure is twice the city average of 3.2%.

According to the results of the 1996 Household Survey, 36% of the respondents identified that more programming opportunities for youth were "very important"; 43% of respondents were "very concerned" about youth crime/young offenders living in Millican-Ogden; and 43% of respondents expressed a need for "lots more" structured recreational activities.

In February 1998, the Millican-Ogden Youth Action Committee (MOYAC) was formed to establish a summer "pilot project" youth drop-in centre. With federal and municipal funding for two youth outreach workers and the generous donation of space from the MOCA Board, "MO's Place" opened its doors in the community hall to youth in June 1998. Throughout the summer months, 270



different youth between the ages of 12 - 17 participated in the activities offered at MO's Place. MOYAC continues to work towards establishing a permanent drop-in centre with a variety of programs for the youth in Millican-Ogden.

Implementation The MOCA Family Resource Centre should support the Millican-Ogden Youth Action Committee (MOYAC) in implementing the action plans.

Lead Responsibility Millican-Ogden Youth Action Committee

Partners Community youth and parents, community churches, Legion, Lions, Calgary Parks & Recreation, Community & Social Development Department, Calgary Board of Education, Boys & Girls Club and Partners.

Goal #1 **To increase programs for youth between the ages of 12 and 17.**

Objective #1 To maintain youth recreation programs that respond to the needs of youth in Millican-Ogden.

- Action Plans**
- a. Ensure ongoing funding is available to support the youth drop-in centre.
 - b. Ensure a permanent location for the youth drop-in.
 - c. Secure and sustain funding for a youth outreach coordinator and youth outreach worker.
 - d. Plan outdoor adventures; organize special events such as pool tournaments, dances, movie nights.
 - e. Continue to support the Thursday night gym nights at the Sherwood Junior High School.
 - f. Promote low cost and free access to recreational facilities and programs.
 - g. Establish a skate board park for Millican-Ogden youth.

Objective #2 To develop social programs that respond to the needs of youth in Millican-Ogden.

- Action Plans**
- a. Collaborate in the development of conflict resolution programs as part of school curriculum.



- b. Develop pro-active educational programs on topics such as drug/alcohol abuse, healthy living, coping with stress, etc.
- c. Provide links for youth and their families to the services of the Family Resource Centre.

To develop educational and employment programs that respond to the needs of youth in Millican-Ogden.

- a. Collaborate with a "work/experience" programs at the Sherwood Junior High School and "MO's Place."

Objective #3

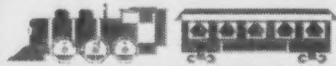
- b. Provide community based workshops related to youth job finding skills through the Youth Employment Centre.

Action Plans

- c. Provide learning support services such as tutoring programs.
- d. Develop a homework club, job finding club.
- e. Develop job-shadowing opportunities with local businesses.
- f. Establish a job board for local employment opportunities.



Participants of "MO's Place" - Youth Drop-In Centre (established during the summer of 1998)



Goal #2 To increase youth leadership within the community.

Objective To promote and support the development of youth leadership programs.

- Action Plans**
- a. Support leadership programs as part of school curriculum.
 - b. Provide workshops on problem-solving, decision-making.
 - c. Encourage youth participation on community committees, boards, etc.
 - d. Develop programs that foster interaction between youth and other age groups.
 - e. Encourage community organizations and services (such as MOCA, Ogden House Seniors, Lion's Club, etc.) to establish funds for youth leadership training.
 - f. Promote youth leadership programs at Sherwood Junior High.



After School Children's Play/Study Room at the Family Resource Centre



3.3.6 Neighbourhood Safety & Security Issues

Context Fewer than 21% of respondents from the Household Survey identified neighbourhood safety and security issues as a concern. Area residents indicated that they feel relatively safe in Millican-Ogden. This feeling of safety was primarily related to the "small town atmosphere" of the community. Residents also commented that "knowing their neighbours" helped them to feel safe and secure in their neighbourhood. Throughout the planning process community residents were also very interested in making Millican-Ogden an even safer community to live in.

Implementation The Community Safety and Security Committee of the Millican - Ogden Community Plan recommends that the MOCA create a subcommittee as part of their board to assume responsibility for ensuring implementation of the following goals and objectives.

Lead Responsibility MOCA - Neighbourhood Safety & Security Committee.

Partners Calgary Police Service, Community Liaison; and local community organizations.

Goal #1 **To provide ongoing, relevant information on the issue of neighbourhood safety and security in Millican-Ogden.**

Objective #1 To re-survey the community on crime risk.

- Action Plans**
- a. Use different methods (i.e. survey, town hall meetings, interviews) to gather information on community residents' concerns on safety and security issues; and evaluate and publish the results.
 - b. Develop relevant action plans.

Table 1: Crime Statistics

	1995	1996	1997	1998
House Break & Enter				
Acadia	79	57	57	37
Fairview	35	20	17	12
Ogden	90	46	72	63
Riverbend	66	44	45	47
Shop Break & Enter				
Acadia	41	27	14	12
Fairview	93	93	79	114
Ogden	24	27	19	27
Riverbend	10	21	12	14
Car Prowling				
Acadia	153	168	131	177
Fairview	56	80	83	129
Ogden	187	119	133	154
Riverbend	69	63	63	65

Source: Calgary Police Service Statistics Numbers represent number of reported incidents
*includes Lynnwood, Millican, South Hill



Objective #2 To promote police supported and community based programs.

- Action Plans**
- a. Coordinate speakers on various "awareness" presentations (e.g. when to call police, home security, block watch).
 - b. Promote existing programs e.g. Police and Community Together (P.A.C.T.).
 - c. Develop a community based security program.
 - d. Arrange speakers on personal safety issues concerning adults, seniors and children.
 - e. Maintain the Youth Justice Committee.
 - f. Develop programs in partnership with the Riverbend/Ogden Police Station.

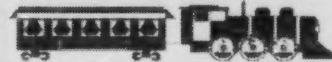
Objective #3 To provide community awareness/information on crime.

- Action Plans**
- a. Submit monthly articles to the MOCA Express on neighbourhood safety, security and crime.
 - b. Coordinate efforts with the Riverbend/Ogden COPS station.
 - c. Identify criminal elements when appropriate.

Goal #2 **To make the Millican-Ogden community a safer place to live by decreasing the number of break-ins, vandalism and theft in the community.**

Objective #1 To encourage a broader spectrum of the community residents, schools and businesses to participate in addressing the crime and safety concerns.

- Action Plans**
- a. Establish crime prevention programs (i.e. Block Watch/ Neighbourhood Watch, Apartment Watch, local Business Watch), and encourage resident foot patrols.
 - b. Increase P.A.C.T. system subscribers and information.
 - c. Organize block parties; property identification marking days; and Police bike identification days.



Objective #2 Maintain and further promote community pride.

- Action Plans**
- a. Celebrate/acknowledge the positive things happening in Millican-Ogden.
 - b. Complete an inventory of buildings that need to be repaired or enhanced.
 - c. Establish a system for repairing vandalized properties quickly.
 - d. Plan regular by scheduled community clean-up days.

Objective #3 To conduct a community safety audit.

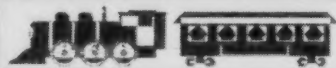
Action Plan Identify areas of the community to be assessed, complete a safety audit (e.g. address lighting needs, cut back shrubs), and implement the recommendations derived from such an audit.

Objective #4 Request more police presence in the community.

Action Plan Identify areas and times of day where police foot/bicycle patrols are required, and write letters to the Calgary Police Service requesting such patrols.

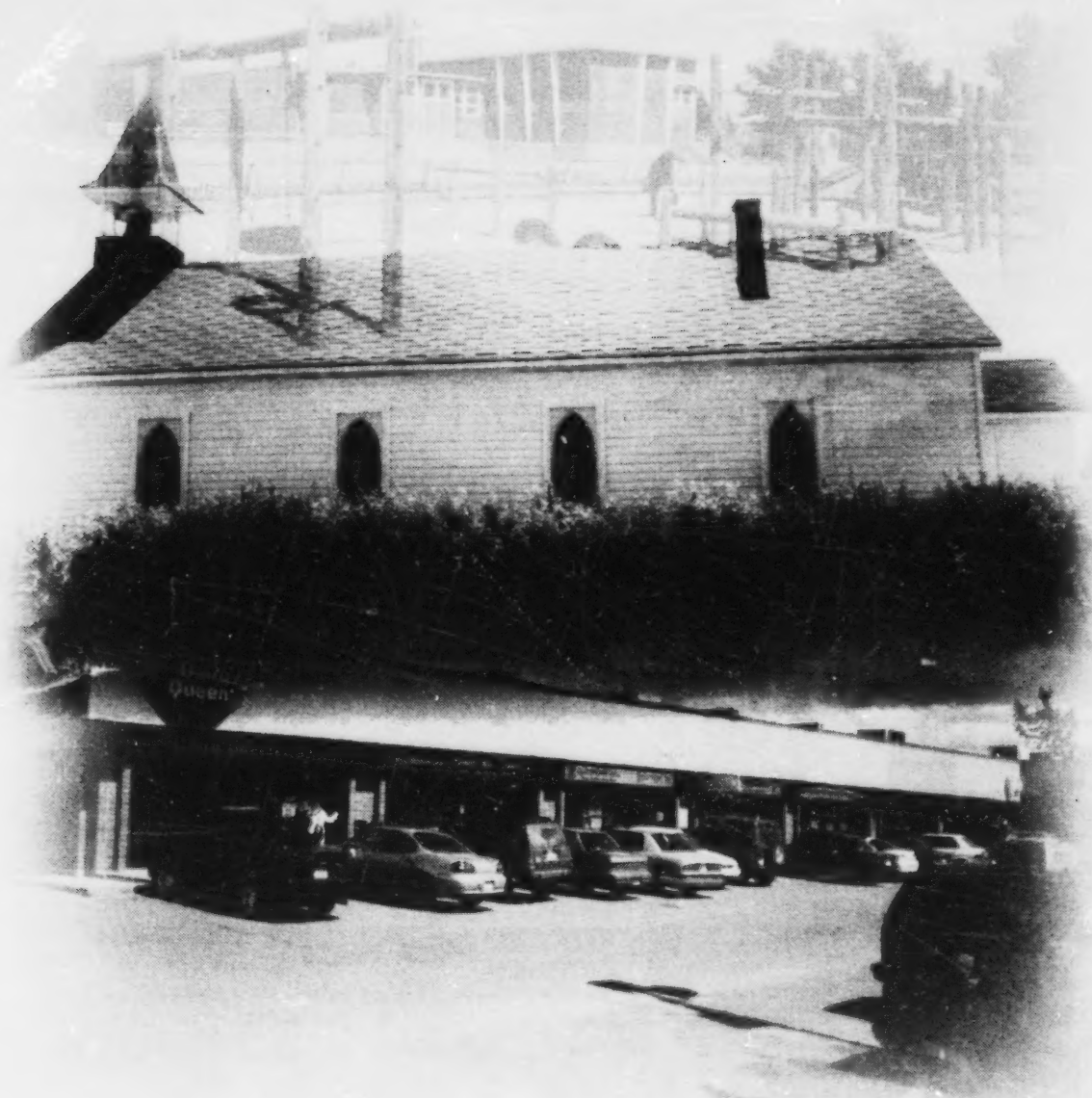
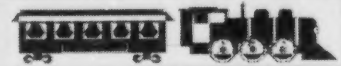


Local Calgary Police Service (opened in Summer, 1997)



MILlican-OGDEN COMMUNITY PLAN





AREA REDEVELOPMENT PLAN



3.4 Area Redevelopment Plan

The ARP, contained in the white pages, outlines The City's municipal responsibilities for the Millican-Ogden community relative to land use and physical planning matters as identified in sections 634 and 635 of the Municipal Government Act.

3.4.1 Boundaries

The boundaries of the Millican-Ogden ARP are the Bow River in the west; Glenmore Trail, 24 Street SE, the south boundary of the South Hill Mobile Home Park and the west and north boundaries of Maloney Industries Inc. in the south; the CP Railway line in the east; and where the Bow River and Ogden Road intersect in the north (Map 5).

3.4.2 Commercial Land Use

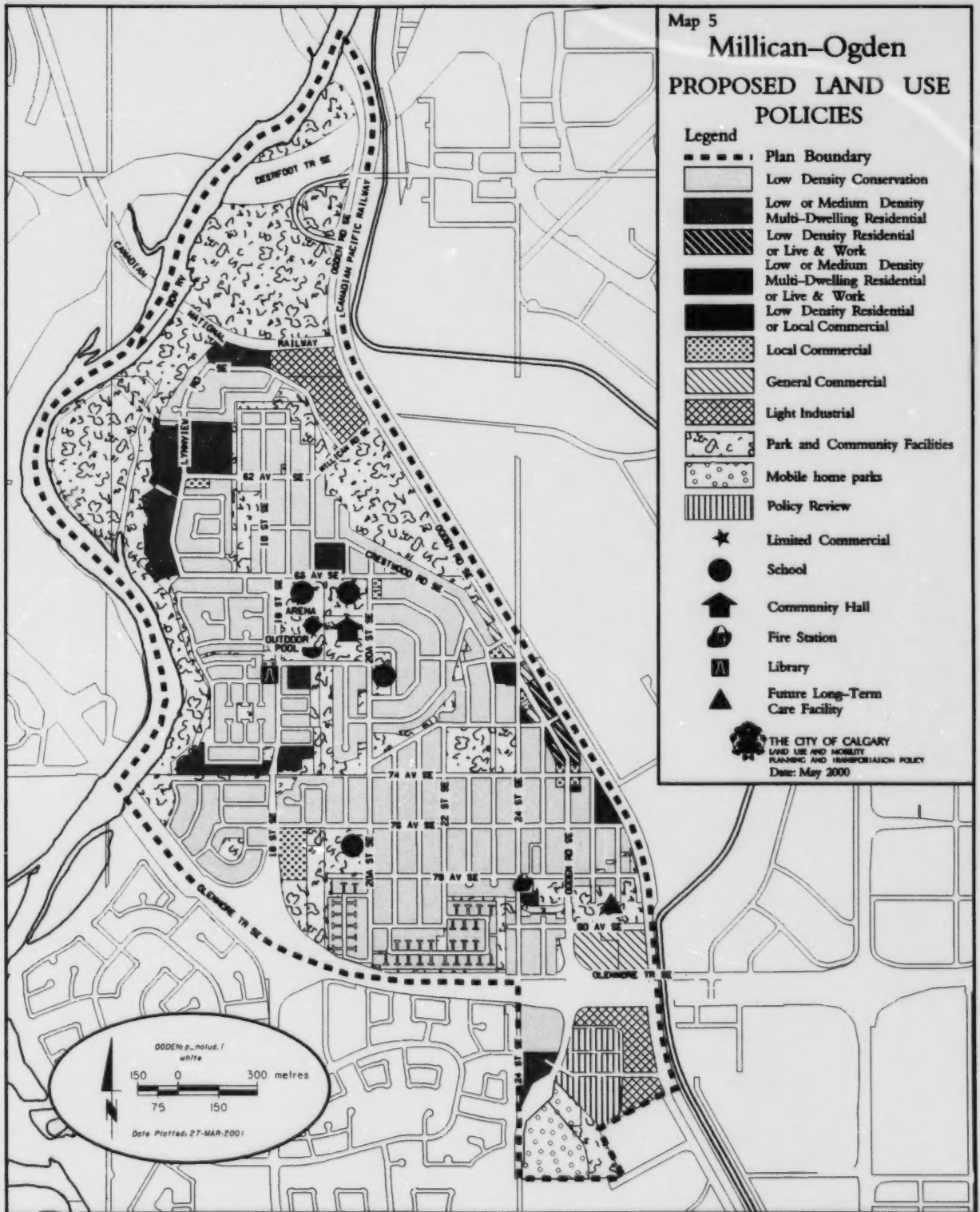
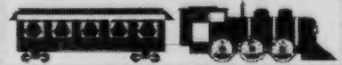
3.4.2.1 Context

Commercial land uses account for approximately 4% of the lands within the boundaries of Millican-Ogden. The community is well served with local commercial establishments at a variety of locations (Map 5).

The 1996 Household Survey, carried out in conjunction with the preparation of this ARP, identified a number of commercial concerns such as the deterioration of the business sector on Ogden Road including the Alyth Lodge; the loss of businesses including a bank, medical clinics and laboratories; the need for new businesses including a department store, a theatre, clothing stores, health/fitness clubs; and the need to discourage what are seen as inappropriate uses such as, pawn shops, billiard parlours and adult video shops.

The survey also identified the need for more community support of existing local businesses. Glenmore Square (18 Street & 76 Avenue SE) was identified in the survey as the residents' primary shopping destination in Millican-Ogden accounting for 80% of the major and 61% of the quick shopping trips.

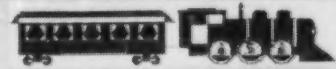
The 1996 Household Survey identified various community concerns regarding Ogden Road associated with deteriorating appearance of properties and inappropriate land uses. The deteriorating appearance refers to both vacant and poorly maintained buildings and unkept yards. Community residents also showed concern about the negative community image caused by adult stores and drinking establishments being attracted to this part of Ogden Road.





MILICAN-OGDEN COMMUNITY PLAN





The Ogden Road Business District (From 68 to 72 Avenue)

The community's original commercial sector in 1912-1913 was centralized in the Ogden Road and 69 Avenue area. As the residential community expanded to the west and to the south in the 1950s and 1970s, this commercial node became less attractive, a victim of changing commercial focus. Commercial uses are concentrated on Crestwood Road north of 69 Avenue and front randomly on both 68 and 69 Avenues. This location away from Ogden Road contributes to its general state of decline.

This area gives a poor image of Millican-Ogden when approaching the community from the north. The existing buildings are generally one storey in height with the exception of the Alyth Lodge and an older apartment block at 7044 Ogden Road SE. Most buildings and yards have a run-down and deteriorated appearance. There are also a number of buildings with vacant retail space.

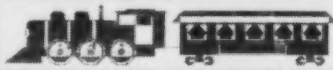
Among the mix of businesses is a coin operated car wash with retail gas pumps, an automotive shop with a diner, a strip mall with a convenience food store, a restaurant, a thrift store, an adult bikini bar, and the Alyth Lodge as a mixed-use with several retail shops and "rooming house" units.

The 7000 block of Ogden Road has low density residential (R-2) development on the east side, and local commercial (C-1) uses on the west side. Neither land use complements the other.

As the other commercial areas in Millican-Ogden appear to be functioning reasonably well, no policy changes are proposed for them. Detailed information can be found in the Background & Supporting Information, pages 27 to 31.

3.4.2.2 Objectives

1. Encourage commercial redevelopment along Ogden Road as the "main street" serving both commuter traffic and the local community.
2. Encourage a commercial-residential node at Ogden Road and 69 Avenue by establishing the height of new commercial development comparable to the height of the existing Alyth Lodge.
3. Encourage a high standard of commercial redevelopment and minimize the impact of lights from parking lots, noise and traffic on nearby residential areas.



4. Encourage improvements in the pedestrian environment along Ogden Road.
5. Encourage transit supportive design and mixed-uses (employment and residential) along Ogden Road.
6. Discourage the expansion of commercial land uses into residential areas except for the live work area between 69 Avenue and 74 Avenue SE on Ogden Road.

3.4.2.3 Policies

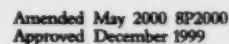
"Main Street" Sites 3, 4, 5, 6, 7, 8, 9 & 10 (Map 6; page 57)

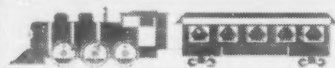
To encourage the redevelopment of Ogden Road as the historical "main street" in the community, and to discourage commercial traffic from using residential streets, the following shall apply:

- a. All new commercial developments should be oriented to Ogden Road.
- b. Special "railway heritage" development guidelines are proposed for all new commercial, residential and mixed-use developments as well as renovations or alteration projects that may take place. Please see pages 21, 22, 61 & 62.
- c. New developments should incorporate transit shelters/protected waiting areas, where appropriate.
- d. Parking should be to the side or rear of the buildings (not in the front yard) in order to improve the pedestrian environment and to contribute to visual continuity. This may not be feasible for shopping centres that rely on auto traffic.

Ogden Road & 69 Avenue Sites 1, 2 & 6 (see Map 6, page 57)

To conform to the main street redevelopment (green pages 18-20) of Ogden Road and particularly for the 69 Avenue commercial node, the abutting properties should have a 3 storey/12 metres height limit. The affected addresses are: 6625, 6631, 6633, & 6813 on Ogden Road SE. This policy would ensure that future commercial developments are compatible with the low density multi-unit residential as well as the existing commercial uses both on Ogden Road and Crestwood Road to the west.





Screening of Parking Areas Site 1 (Map 6, page 57)

The CPR lands currently utilized for parking purposes on the east side of Ogden Road and north of 69 Avenue SE and the City-owned lands on the east side of Ogden Road should be screened and landscaped with mature trees.

Local Commercial Site 3 (Map 6, page 57)

2404 68 Avenue SE currently designated C-1 (Local Commercial District) on Ogden Road should continue. The Plan allows for an owner initiated redesignation of this site to allow a third storey provided it is for residential purposes.

Site 4 (Map 6, page 57)

2402 68 Avenue SE should have a low density conservation and infill policy.

Site 5 (Map 6, page 57)

2402 69 Avenue SE should continue as a C-1 (Local Commercial) site.

Sites 7 & 8 (Map 6, page 57)

2420 Crestwood Road and 6919 24 Street SE should be developed as a special residential district with a maximum density of 130 units, four storeys on Ogden Road and two storeys on Crestwood Road.



CPR - parking area along Ogden Road

**Corner Park Site 9** (Map 6, page 57)

The City-owned site if possible should be developed into a park in order to enhance the commercial revitalization of the Ogden Road and 69 Avenue commercial node.

Alyth Lodge Site 10 (Map 6, page 57)

The Alyth Lodge should be redesignated from DC (7889) to C-2(12) (General Commercial District) to accommodate both commercial and residential uses.

Site 11 (Map 6, page 57)

The following existing policies should continue:

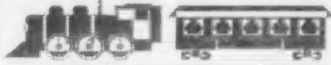
- a. local commercial (C-1) for 7003 and 7011 Ogden Road,
- b. a residential apartment with a density of 90 persons per acre, with a maximum of 14 units and to a maximum height of 31 feet for 7005 and 7007 Ogden Road, and
- c. retail/wholesale strip shopping centre for 7025 Ogden Road.

"Live-Work" Land Use Site 12 (Map 6, page 57)

A special land use district is proposed for the east side of the 7000 block and both sides of the 7200 block of Ogden Road except 7213 & 7215.



Ridge Mart Grocery - "Live-Work" type development



This district would allow small scale business owners/residents to live & work on these properties. Similar to home occupations, class 2, this district would allow an accessory use of the dwelling unit or garage by a resident for a small scale business. This district would allow a small non illuminated fascia or projecting sign and up to 50% of the total floor area of the dwelling to be used for business purposes. It would also allow uses such as music lessons, offices, direct sales of goods produced on sites, seamstresses and hairdressers.

This district would not allow medical clinics, veterinary clinics, retail sales, outside storage, autobody, auto repair, paint or welding shops. Businesses that involve the storage of propane, flammable or combustible liquids would be prohibited. Nuisances including electronic interference, dust noise, odour, smoke, bright lights, or anything of an offence or objectionable nature, which is detectable to normal sensory perception outside the building would be prohibited.

Site 13 (Map 6, page 57)

7024 and 7034 24 Street SE should be low or medium density multi-dwelling residential policy allowing townhouses, stacked townhouses or live and work.

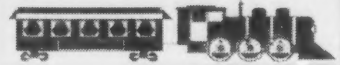
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Site 14 (Map 6, page 57)

7412 Ogden Road has a split (C-1) Local Commercial District and (R-2) Residential Low Density District. This Plan supports an owner-initiated redesignation to DC (C-1).

CPTED The Plan recommends that all development permits and land use applications be reviewed utilizing the Crime Prevention Through Environmental Design (CPTED) principles (see 3.4.2 in the Background & Supporting Information).

The Glenmore Inn Site The Plan recommends the existing commercial centre designated DC (Direct Control) District located at Ogden Road and Glenmore Trail should continue.



"Railway Heritage" Development Guidelines

The intent of these guidelines is to foster a unique image for Millican-Ogden by focusing on a "Railway Heritage" theme for sites 3, 4, 5, 6, 7, 8, 9 & 10 (Map 6, page 57).

Given the historic relationship of the community with the early years of the railroad, an opportunity exists to replicate some of the architectural characteristics of the railroad stations, built in Alberta during the early 1900s. Traditional rooflines, eaves, bay and dormer windows were the main features of such buildings. Application of these features in new construction could promote a revitalization process that would be unique to Millican-Ogden.



Developers are encouraged to incorporate various design elements of the historic railroad stations in all residential and commercial projects:

- roof, gable/eave types; decorative support beams;
- door and window treatments;
- wall surfaces including vertical/horizontal batten board, brick and stucco, log-cabin type structures;
- canopies, awnings, light fixtures, ornaments; and
- public amenity areas containing traditional style landscapes and street furniture such as benches, kiosks, bulletin boards, planters, banners, etc.

The figure below illustrates how various design elements could be incorporated in a new building which may include shops, boutiques, restaurants and offices on the ground level, and residential units above.



Conceptual Drawing of a building incorporating the architectural design elements from historical railroad stations in Alberta



Signs

A. Identification Signs

Fascia, awning, canopy, small projecting signs (shingle style), painted wall sign and art signs are encouraged.³ Freestanding signs shall be a maximum of 20 feet.



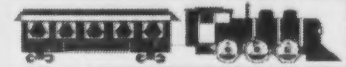
Suggested signage

B. Third-Party Advertising Signs

- Art signs, painted or mounted on buildings, are preferred over billboards.
- Freestanding pillar signs are allowed up to 3.6 metres (11.8 feet) high.
- Upgrading of existing billboards should be carried out by sign owners, and with a "railway heritage" theme.
- The maximum height of a billboard should be 6.0 metres (20 feet). Side-by-side, v-shaped billboards and rooftop billboards are prohibited.
- Vertical signs are preferred. However, 3 metre x 6 metre (10 X 20 feet) horizontal (poster) signs will also be considered.



³ In a railway theme, colour/lettering/type of illumination are very important. The "Circa 1912 Theme Area" approach in Section 63 of the Calgary Land Use Bylaw relates well to such a theme. Definitely, freestanding signs that are lower in height (maximum 20 feet), and small projecting signs hung above entryways work very well too. Feature lighting - for example gooseneck or similar styles - also ties in with this theme.



3.4.2.5 Implementation

1. The Approving Authority should relax the lot area [section 23(3)(f) of the Calgary Land Use Bylaw] and lot coverage [section 23(3)(g)] rules for site 11 in order to allow development to occur in required front or rear yard.
2. To implement the policies outlined in Section 3.4.3.4, the following designations (shown in Table 2) shall be initiated by The City of Calgary.
3. The ARP supports the owner initiated redesignations as outlined in Table 3, page 64.

Table 2: Proposed City Land Use Redesignations in Millican-Ogden (see Map 6, page 57)

Site	Location	Existing Designation	Proposed Designation
Site 1, 2 & 6	East side of Ogden Road and north of 69 Avenue, 6625, 6631, 6633 and 6813 Ogden Road	C-3 & R-2	C-2(12)
Site 7 & 8	2420 Crestwood Road 6919 - 24 Street SE	C-3 & C-1	DC (Direct Control) with RM-5 guidelines to allow four storeys on Ogden Road and two storeys on Crestwood Road SE.
Site 10	6808 & 7012 Ogden Road	DC (Direct Control) for commercial uses	C-2(12)
Site 12	7014, 7018, 7020, 7026, 7028, 7030, 7032, 7036, 7038, 7040, 7048, 7052, 7056, 7058, 7204, 7205, 7207, 7208, 7209, 7213, 7214, 7217, 7219, 7221, 7222, 7223, 7225, 7226, 7228, 7229, 7231, 7236, 7240 & 7244 Ogden Road	R-2 & C-1	DC (Direct Control) for live & work.
Site 13	7024 and 7034 - 24 Street SE	C-1	DC (Direct Control) for townhouses, stacked townhouses or live and work.

Source: 1999 Planning & Building Department

8P2000

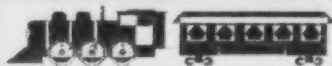


Table 3: The ARP supports the owner initiated redesignations as listed below. Sites may also redevelop under their existing designation (See Map 6, page 57).

Site	Location	Existing Designation	Support Redesignation To
Site 3	2404 - 68 Avenue SE	C-1	DC - C-1 to allow a 3rd storey if used for residential purposes.
Site 14	7412 Ogden Road SE	R-2	C-1

Source: 1999 Planning & Building Department

3.4.3 Residential Land Use

3.4.3.1 Context

The 1996 Household Survey identified the following issues: retention of the small town atmosphere; the availability of affordable housing; the restriction of high density housing; the concern for incompatible infill development; and the need for additional seniors' housing projects.

Approximately 47% of the community or 199.4 hectares (492.8 acres) is utilized by residential uses. Of the approximate 4,000 dwelling units in Millican-Ogden, low density residential uses dominate (See 2.3, page 18, in the Background and Supporting Information Section).

Residential density or the ratio of dwelling units per hectare (per acre) is a concern. Millican-Ogden has a residential density of 12.4 units per hectare (5.02 units per acre) compared to the City's desired density ratio of 17.3 units per hectare (6-8 units per acre).

3.4.3.2 Objectives

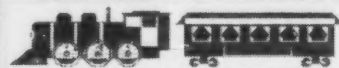
1. Preserve Millican-Ogden as a viable, safe and liveable residential community.
2. Promote the preservation and rehabilitation of existing low density residential housing while accommodating compatible renovations and new infill developments.
3. Maintain and provide within the community a variety of housing types to accommodate differences in age, family size and income.



4. Ensure that new developments provide an attractive residential environment with adequate parking, landscaping, and amenities.
5. Improve the interface between residential and non-residential uses.
6. Encourage transit support of development.
7. Recognize and attempt to preserve the historic character of the community.

3.4.3.3 Policies

1. Support a low density residential, conservation and infill policy as shown on Map 5. The intent is to maintain stability in the community and to protect the existing residential character and quality of the neighbourhood. All R-1 (Residential Single-Detached District), R-2 (Residential Low Density District), and DC (Direct Control District with Residential Low Density Guidelines) residential land use designations excluding sites on Ogden Road should continue.
2. Support a low density multi-dwelling policy as shown on Map 5. The intent is to permit dwelling units such as apartments, townhouses, triplex, and fourplex dwellings at a low density range of a maximum density of 44 units per hectare (18 units per acre). The units should be located close to transit collector roads and other public amenities. R-2A (Residential Low Density District), RM-1 (Residential low Density Multi-Dwelling District) and DC (Direct Control District with Residential Low Density Guidelines) residential land use designations are confirmed.
3. The Low Density Residential Housing Guidelines for Established Communities (approved by City Council in 1993) shall apply in the R-1 and R-2 areas. Examples are shown in Background & Supporting Information pages 32-35.
4. Existing mature vegetation should be maintained during redevelopment. Tree planting should reflect the streets' traditional major tree type and placement.
5. The vacant City-owned parcel bounded by the Glenmore Inn in the south, the CPR rail line in the east, 78 Avenue in the north and Ogden Road in the west is set aside for a long-term special care facility for seniors.



6. All new residential development within the 25 - 30 N.E.F. area should comply to the sound proofing standards as outlined in the "New Housing and Airport Noise" as prepared by Central Mortgage and Housing Corporation.

3.4.3.4 Implementation

To implement the residential land use policies, the following actions are required and, where applicable, guidelines as noted shall be considered in reviewing development applications.

1. The Approving Authority will encourage applicants to retain all existing healthy trees and vegetation on site. Such vegetation that must be removed will be replaced at the discretion of the Development Authority. The planting of trees beyond the Calgary Land Use Bylaw requirements is encouraged.
2. Bylaw No. 39M93, "Unsightly Premises Bylaw," should be enforced throughout the community.
3. The Approving Authority will encourage the following design guidelines for Low and Medium Density Multi-Dwelling Policy Areas:

a. Compatibility

- (i) New developments should be compatible with the scale and form of adjacent homes.
- (ii) Larger multi-unit residential developments adjacent to the low density multi-dwellings or medium density areas should be designed to resemble a series of smaller housing projects through variation of the facade, roof slopes, window treatment, and other architectural design features. For more information, see Background & Supporting Information pages 32-35.



Conceptual Drawing of Compatible Infill Design Features

**b. Building Orientation**

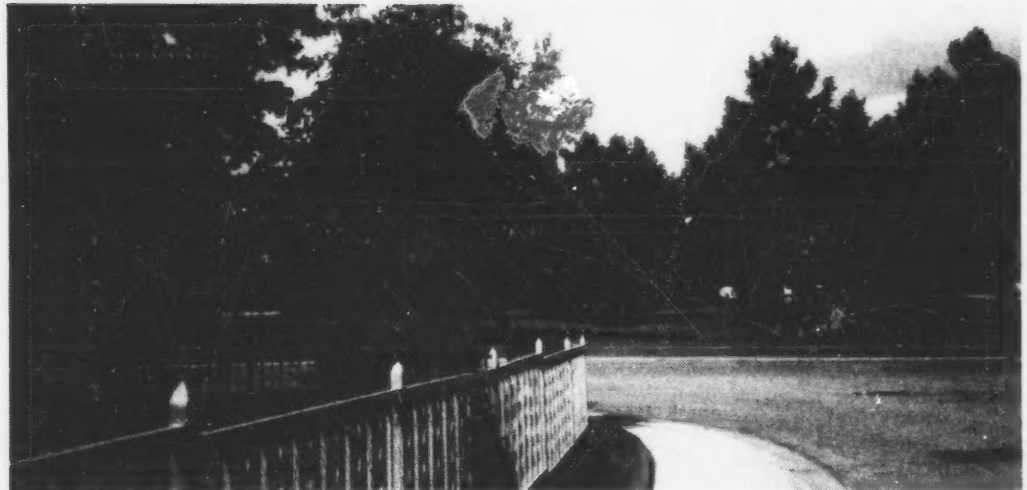
All new dwellings in low density multi-dwelling areas should ensure a minimum of 50 percent of the dwelling units have two or more bedrooms, and direct access to at-grade amenity space.

c. Privacy

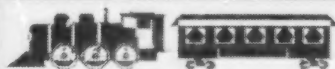
- (i) The side windows of new residential developments, additions or renovations should be designed and located in consideration of the side windows and outdoor amenity spaces of adjacent properties to prevent loss of privacy.
- (ii) The primary entry to any dwelling unit should be oriented towards the front of the property. Side entries are discouraged as primary entries.

d. Front Yards

- (i) New development or building alterations should be consistent with the existing front yard setback and treatment common to the street. Whenever possible, existing mature vegetation should be retained; tree planting is encouraged.
- (ii) Whenever possible, the continuity of sidewalks or boulevards should be maintained. Vehicular access should occur from the lane.



A residential street corner in Millican-Ogden



- (iii) Front yards should be used as landscaped areas and not for vehicular purposes such as driveways, parking or passenger drop-off areas.

e. Rear Yards and Private Amenity Space

- (i) In order to enhance rear yards as a private amenity space, redevelopment of small lots are to include garages located completely within the rear 8.5 metres of the yard. This practice will prevent tandem parking on long driveways.
- (ii) If possible, private outdoor amenity space should be located in the rear yard. Where this is not possible, such spaces should be screened from public view through the use of landscaping and/or fencing that is compatible with the neighbourhood style.
- (iii) Public play areas and public entryways should be able to be viewed from adjacent units to enhance safety and security. Construction and landscaping should not create areas hidden from view.

f. Landscaping

Tree boxes are to be discouraged as they do not provide viable conditions for the long-term growth of trees.

g. Quality of Development

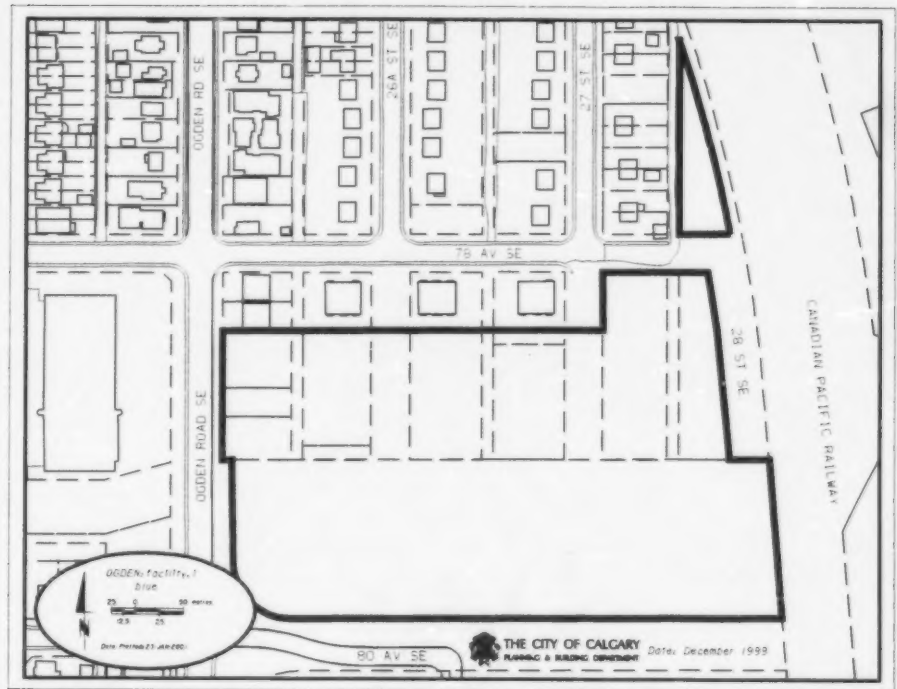
The Development Authority shall ensure that new developments, or renovations and/or additions to existing buildings contain the same standard or quality of facade treatment or of landscaping treatment as is evident in the best examples of local development in the area.

h. Urban Safety

For all multi-unit residential development, urban safety should be part of the development permit review process. All new residential developments or major renovations should be reviewed within the context of Crime Prevention Through Environmental Design (CPTED) principles, a CPTED report or its equivalent should be submitted to the Development Authority at the time of application.

**Special Care Facility****Site 15**

A long-term special care facility in addition to park space is an appropriate use for the vacant site north of the Glenmore Inn.

**Site 15**



3.4.3.5 South Hill

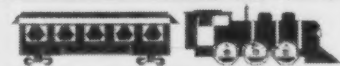
3.4.3.5.1 Context

In 1975 City Council decided that the South Hill residential area was unsuitable for residential uses in the long term because of the proximity to heavy industrial uses. Council also agreed that these existing residential uses should be replaced over time with general light industrial uses. Council confirmed this decision in 1986 and again in 1996 with the approval of the Southeast Industrial Area Structure Plan.

At a Public Hearing in September of 1998, City Council requested the Administration:

- a. to develop a mobile home park policy for both the Caravan and South Hill Mobile Home Parks;
- b. to examine the potential for expansion of both the Caravan and South Hill Mobile Home Parks;
- c. to investigate with appropriate landowners, methods to mitigate noise between Caravan Mobile Home Park and Maloney Industries. Such methods may include a noise wall, noise bylaw relaxations and clauses in rental agreements advising tenants of noise issues;
- d. to remove the South Hill area from the Southeast Industrial Area Structure Plan area and to incorporate it into the boundaries of the Millican-Ogden Community Plan;
- e. to report to Council through the Land Committee on a strategy to complete acquisitions in the Riverbend extension;
- f. to report to Council through the Land Committee on the costs associated with advancing industrial development in the area (excluding the mobile home parks) at this time and report on a LRT functional study and costs associated with it; and,
- g. to consult with the Calgary Economic Development Authority on the impacts of further residential development on existing industries such as Prudential Steel and Maloney Industries.

(NOTE: Items # e & f are to be addressed by the Corporate Properties Group communicating directly to City Council through the Land Committee)



While City Council may allow residential use on a permanent basis in South Hill, the existing and future residents will be subject to impacts from:

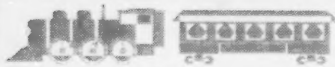
- increased traffic resulting from the upgrading of Glenmore Trail to a six lane divided road with service roads;
- increased traffic resulting from the construction of the re-aligned 24 Street SE to a four lane divided road;
- the possible construction of an LRT through South Hill;
- noise, dust and light pollution from adjacent heavy industries; and
- the proximity of a closed dry land fill site which is located south of the South Hill Mobile Home Park and a 300 metre setback area that covers a good portion of the South Hill Mobile Home Park. Further details on this constraint can be found in the Background and Supporting Information, page 38.

3.4.3.5.2 Policies

1. In the area known as the Riverbend Extension (bounded by 83 Avenue SE in the north, 24 Street SE in the west and the re-aligned 24 Street SE in the south and east), the lands north of 86 Avenue SE should have a low density residential, conservation and infill policy (R-2). The land south of 86 Avenue SE should have a residential low density multi-dwelling policy (RM-1) as outlined on Map 7, page 73.
2. The existing South Hill Mobile Home Park

While this mobile home park is located adjacent to heavy industrial land uses, it is protected from noise and dust pollution by its location in an area with an elevation of approximately 16 metres below these existing industrial uses. In addition, during an independent noise study carried out by The City, noise levels in this lower area met the residential guidelines in Calgary's Noise Bylaw. The future upgrading of 24 Street SE and the future LRT, if the 24 Street alignment is selected, could have noise impacts on this mobile home park. While a portion of this site is within the 300 metre setback from the closed landfill site, it should be noted this mobile home park was in operation prior to the establishment of these setback regulations in the mid 1980s. Furthermore, The City has received a waiver from the setback regulations for the South Hill Mobile Home Park.

In accordance with City Council's instructions, the existing South Hill Mobile Home Park is recommended as a permanent residential land use as shown in Map 7, page 73.



3. The existing Caravan Mobile Home Park

The Plan recommends general light industrial uses, such as warehousing and storage, as a buffer between the Caravan Mobile Home Park and the heavy industries to the east and Glenmore Trail to the north (Map 7, page 73). The location of these industrial uses will mitigate the noise and traffic impacts from CP Rail and heavy industries to the east and traffic noise from Glenmore Trail to the north.

An independent noise consultant has advised that if buildings in this general light industrial area are located close together and of sufficient height (5 metres/16 feet) to function as a noise wall, the existing Caravan Mobile Home Park could meet the residential guideline in Calgary's Noise Bylaw.

The advantages of residential uses on this site are that it provides a location for mobile home living which is difficult to find suitable locations for, provides affordable housing and is accessible to major traffic corridors. While there may be impacts on this site from the future LRT, the time horizon for its construction is thought to be in the 30 to 40 year range, well past the anticipated economic life of this mobile home park. In addition, most of this site is outside the 300 metre landfill setback (blue pages, Map 6, page 57).

The disadvantages of having residential uses at this location are increasing traffic impacts from the upgraded re-aligned 24 Street, traffic impacts from the future industrial collector that connects Shepard Road and 24 Street and impacts from a possible LRT alignment. A further disadvantage of locating industrial uses adjacent to residential uses is that storage and parking areas are frequently situated at the rear of the property adjacent to residential areas with the result that residents can be subject to noise from vehicles stored at the rear and from fans on industrial buildings.

In accordance with City Council's instructions, the existing Caravan Mobile Home Park is also recommended as a permanent residential use as shown in Map 7, page 73.

However, a noise report prepared by Patching Associates (July, 1999) suggested that mobile home parks were acceptable if buffered from the heavy industrial uses by one storey industrial buildings or a noise wall. Consequently, the Public Hearing of a land use redesignation bylaw to permit the





Caravan Mobile Home Park to become DC (RM-H) should be withheld until the noise attenuation measures in the industrial area east of 27 Street and south of 86 Avenue, have been built and tested to ensure the noise bylaw requirements have been met.

4. Expansion of the existing South Hill Mobile Home Park

City Council instructed the Administration to evaluate the feasibility of expanding the South Hill Mobile Home Park. Expansion to the east and the south was ruled out because of the 300 metre setback and to the west because of 24 Street SE. Consequently, expansion to the base of the escarpment in the north was the only feasible alternative.

The advantages of allowing expansion to the north are:

- a. the expansion area would also meet the Calgary's Noise Bylaw,
- b. the expansion area would not be closer either to the heavy industry to the east or to the closed landfill to the south,
- c. the expansion would provide more mobile home pads, and
- d. the expansion would provide more affordable housing.

The disadvantage of allowing expansion to the north is from future traffic impacts when 24th Street SE is upgraded and if 24 Street SE is selected as a future LRT right-of-way.

Consequently, expansion of the South Hill Mobile Home Park to the north is recommended as shown in Map 7, page 73 subject to the conditions outlined in section 3.4.3.5.2.6.

5. Expansion of the existing Caravan Mobile Home Park

City Council also instructed the Administration to evaluate the feasibility of expanding the Caravan Mobile Home Park. Expansion to the east was ruled out because it would bring residential uses closer to heavy industrial uses and expansion to the west was ruled out because of 24 Street SE. Expansion to the south is limited by the escarpment. Expansion to the north is therefore considered the only option as shown in Map 7, page 73.

The advantages of permitting this expansion are:

- a. the expansion area will be buffered by light industrial uses located in the east from traffic impacts in the north from Glenmore Trail and from railway and industrial noise in the east;



- b. the expansion area could meet the City's Noise Bylaw regulations for residential areas provided the light industrial uses to the east of 27 Street functioned as a noise wall; and
- c. this site will provide mobile home pads and affordable housing, both in short supply;

The disadvantages of allowing Caravan to expand are:

- a. the traffic impacts from 24 Street SE, when it is upgraded, and the future industrial collector joining Shepard Road and 24 Street;
- b. the future LRT may also impact this site if 24 Street SE is selected as the preferred alignment. But given the 30 year minimum time line for the construction of this future LRT line, it is not considered a realistic short term impact on expansion; and
- c. future mobile home park tenants through their complaints, may restrict the existing operations or expansion plans of adjoining heavy industries.

Based on the advantages and disadvantages outlined above and in accordance with the results of the noise modelling prepared by Patching Associates (July, 1999), it is recommended that the two blocks between 84 and 86 Avenues and between the re-aligned 24 and 27 Streets (Map 7, page 73) should become permanent mobile home parks. However, a Public Hearing of land use redesignation bylaw allowing these mobile home parks should be withheld until noise attenuation measures in the I-2 area east of 27 Street SE have been built and tested to ensure the noise bylaw requirements have been met.

6. Future LRT alignment in South Hill

A future LRT alignment is expected to connect the downtown with an established alignment located at 24 Street and 114 Avenue SE. An LRT functional study is required to determine the exact alignment in the South Hill area. In the meantime to minimize the potential impacts that the future LRT alignment may have on land use in South Hill, the following recommendations apply:

- a. no permanent structures shall be allowed in the future LRT right-of-way. Temporary structures only, such as mobile homes, parking or landscaped areas are permitted;
- b. no sale of city-owned lands required for future LRT right-of-way is recommended; and



- c. no land use redesignation or development permit applications for permanent structures should be approved until the LRT right-of-way is agreed upon.

7. Open Space

With the re-establishment of residential land uses in South Hill, the need for amenities such as public and private open space should be addressed.

8. The removal of South Hill from the Southeast Industrial Area Structure Plan (ASP) and the incorporation of it into the Millican-Ogden Community Plan.

With the re-establishment of residential uses on a permanent basis in South Hill, the Plan recommends the removal of South Hill from the Southeast Industrial ASP and its incorporation into the Millican-Ogden Community Plan. Not only was South Hill historically a part of Millican-Ogden, but many current South Hill residents, particularly seniors, are members of clubs and associations in the Millican-Ogden community.

9. Industrial/Residential Interface

The Approving Authority will encourage that the storage, vehicle parking areas and exhaust fans in the industrial area be located away from the residential areas whenever possible.

3.4.3.5.3 Implementation

1. *Table 4a* and Map 8 identifies the sites recommended for city initiated redesignations (re-zonings). *Table 4b* outlines the sites the Plan would support if the redesignations were owner initiated.

8P2000

a. City-initiated redesignations (re-zonings)

Table 4: Sites Recommended to be Redesignated (Re-Zoned)

8P2000

Site	Location	Existing Designation	Proposed Redesignation
16	all parcels between 83 and 85 Avenues SE and 24 and 26 Streets SE	UR	R-2
17	all parcels between 85 Avenue and the bottom of the escarpment in the south and west of the re-aligned 24 Street R.O.W.	UR	RM-1





b. Owner-initiated redesignations (Note: This Plan supports the following owner initiated redesignations)

Site	Location	Existing Designation	Proposed Redesignation
18	8720 - 26 Street SE	UR	DC (RM-H)
19	2729, 2739 & 2749 - 86 Avenue SE	UR	RM-H

2. After completion of the LRT functional study, the proposed expansion areas should be redesignated from UR to either DC or R-MH.
3. The need for amenity space, such as tot lots and local parks in South Hill should be addressed in consultation with local residents.
4. The South Hill area should be removed from the Southeast Industrial Area Structure Plan area and incorporated into the Millican-Ogden Community Plan.

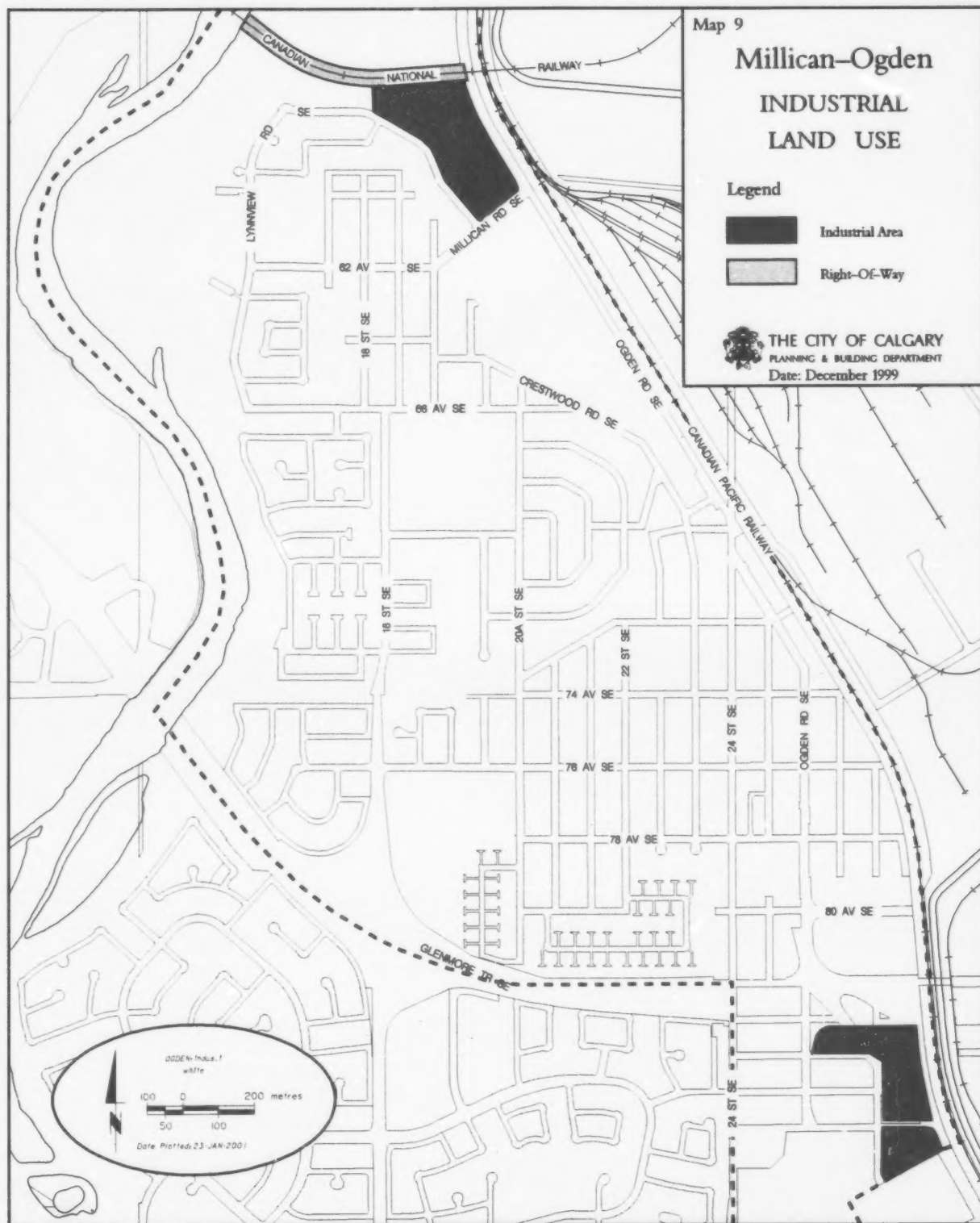
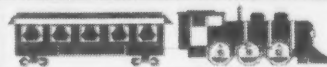
3.4.4 Industrial Land Use

3.4.4.1 Context

Approximately 10% of the study area or 43.8 hectares (108.2 acres) is utilized by industrial uses. These uses include the "Old Oil Refinery Park", the Canadian National Railway Right-of-Way, a portion of the Canadian Pacific Railway Right-of-Way, an Imperial Oil Ltd. site and the Alberta Cheese Company site and the Canadian Waste Management site. The "Old Oil Refinery Park," is addressed in Section 3.4.5.5, page 86.

Industrial policies however address only the following sites as listed below and shown on Map 8:

- a. the Canadian Natural Railway and Canadian Pacific Railway Rights-of-Way;
- b. the Devon Estates Site located at 6009 Ogden Road SE; and
- c. the South Hill lands with the exception of the existing Caravan and South Hill Mobile Home Parks and mobile home expansion lands.





3.4.4.2 Objectives

1. Address the impacts and possible contamination of existing and past industrial uses on adjacent residential uses.
2. Ensure that these industrial sites are maintained and operated in such a manner as to avoid impacting adjoining residential sites with noise, dust and/or vapour emissions.

3.4.4.3 Policies

1. A general light industrial policy should continue for those industrial sites utilizing the I-2 (General Light Industrial District) land use designation (Map 9).
2. The potential ground and/or groundwater contamination from past industrial and commercial uses should be assessed prior to any new development occurring on a site.
3. The existing industrial land use policy for 8428 Shepard Road SE (DC) and for 2526 & 2534 - 85 Avenue and 8420 - 26 Street SE should continue.

3.4.4.4 Implementation

1. The City of Calgary should establish a committee comprised of staff from various City departments, community residents and affected property-owners to work with Alberta Environmental Protection to monitor and ensure the effectiveness of ongoing reclamation activities at identified contaminated sites.
2. *Table 5a* and Map 8 outlines the sites recommended for redesignation (rezoning) by The City of Calgary. *Table 5b* (Map 10) outlines the sites suitable for owner initiated redesignations.

8P2000

- a. City-initiated redesignation (re-zonings)

Table 5: Sites Recommended to be Redesignation (Note: The Plan supports the following city-initiated and owner-initiated redesignations)

8P2000

Site	Location	Existing Designation	Proposed Redesignation
20	8439 & 8503 - 27 Street SE	UR	I-2
	8504 Shepard Road SE	UR	I-2

Source: 1999 Planning & Building Department



b. Owner-initiated redesignations

Site	Location	Existing Designation	Proposed Redesignation
21	8408 - 26 Street SE	UR	I-2
	2815 - 86 Avenue SE	UR	I-2

Source: 1999 Planning & Building Department

Table 6: Parks 8P2000

Type	Area	
City Wide Parks	70.0 ha	173 ac
Community Parks	61.2 ha	151.2 ac

Table 7: Household Survey

1996 Household Survey 8P2000

Unsafe using parks	
very concerned	20.6%
somewhat concerned	35.1%
not concerned	44.3%

Children use natural fields	
weekly	60.5%
monthly	18.4%
seldom	21.1%

Adults use natural fields	
weekly	51.5%
monthly	19.3%
seldom	29.1%

Children use playgrounds	
weekly	69.3%
monthly	12.8%
seldom	17.9%

Adults use playgrounds	
weekly	37.4%
monthly	17.3%
seldom	45.3%

Children use sports fields	
weekly	42.1%
monthly	13.0%
seldom	4.49%

3.4.5 Parks, Schools & Recreational Facilities

3.4.5.1 Context

Millican-Ogden has an abundance of open space (approximately 130.9 hectares/323.4 acres) lands (Map 5). They are comprised of both city wide parks and community parks.

Major open spaces serve a larger city wide population. The major parks within the study area are: Beaver Dam Flats and Bow River banks and escarpment, Pop Davies Athletic Park, and the "Old Oil Refinery Park."

The large amount of linear parks in Millican-Ogden were originally used to buffer residential housing from highways and the formerly proposed Imperial Oil Refinery. In some cases, original powerline rights-of-way have been developed as parks.

The 1996 Household Survey identified Millican-Ogden residents as strongly liking the open spaces that surround their community. The survey identified residents' concerns over ensuring ongoing maintenance and enhancements to the community's parks and green spaces. These issues included the need to address park safety, designated off leash areas for dogs, and the need for additional playground amenities (lighting, garbage containers, equipment). Further concerns for accessing open spaces was the difficulty for wheelchair residents, snow on the pathways, and irresponsible dog owners.

Integration of the community's local open spaces with major parks in the Millican-Ogden area through linked pathways would provide an opportunity to enhance the recreation value of the collective community and major park system.



Table 7: Household Survey
Continued... 8P2000

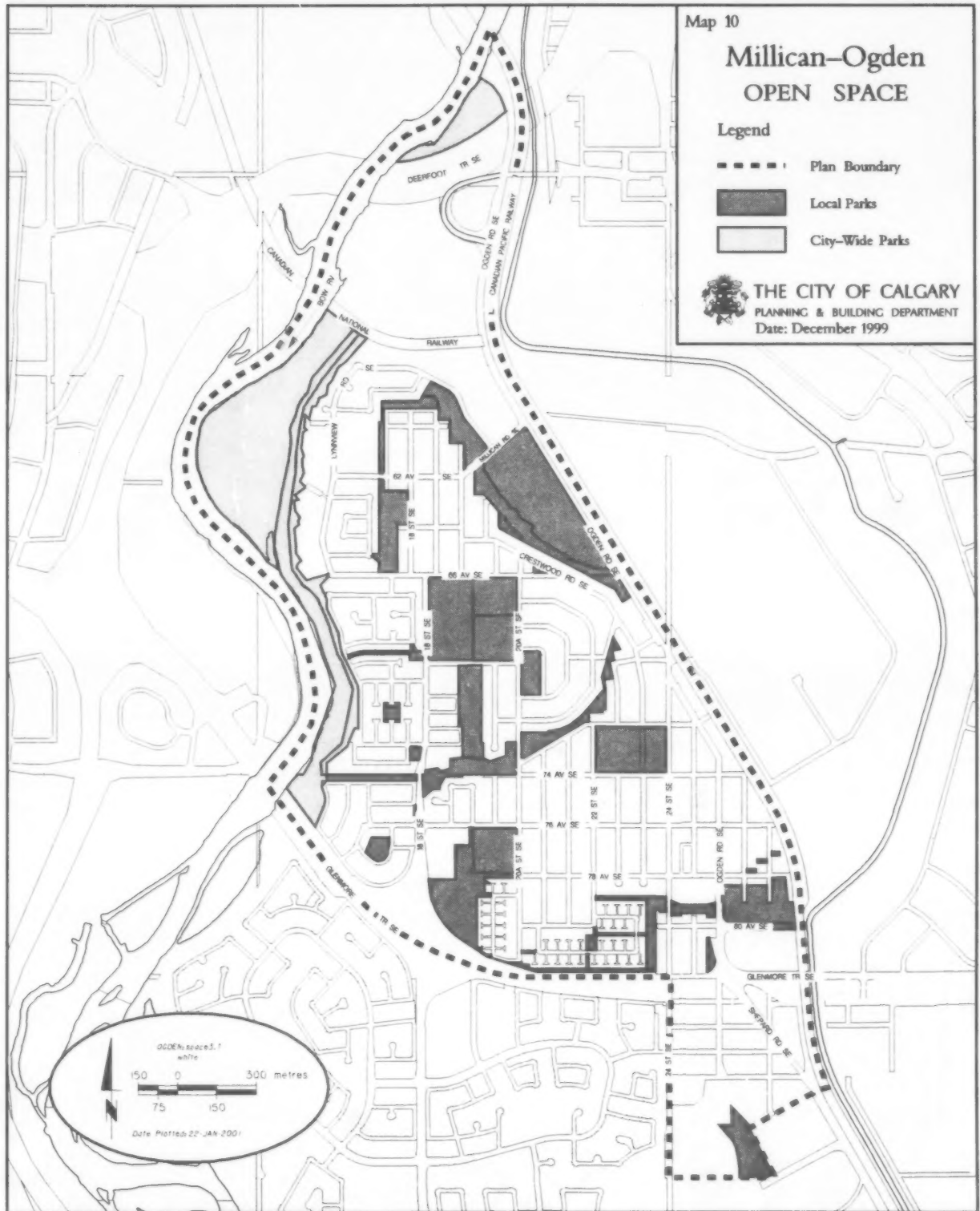
Adults use sports fields		
weekly	26.3%	
monthly	15.9%	
seldom	57.8%	
Children use pathways		
weekly	62.8%	
monthly	16.3%	
seldom	20.9%	
Adults use pathways		
weekly	66.6%	
monthly	14.5%	
seldom	18.9%	
Children use arena (in season)		
weekly	21.6%	
monthly	17.6%	
seldom	60.8%	
Adults use arena (in season)		
weekly	13.4%	
monthly	13.4%	
seldom	73.1%	
Children use pool (in season)		
weekly	49.3%	
monthly	19.6%	
seldom	31.1%	
Adults use pool (in season)		
weekly	27.9%	
monthly	17.2%	
seldom	54.9%	
	Yes	No
Concerns with park space	32.8%	67.2%

The majority of Millican-Ogden's local park system is manicured. Converting some of them to more naturalized parks would create a more environmentally friendly park system. An added benefit of naturalized parks would be reduced maintenance costs including reduced mowing and fertilizing. Parks which have tree stands or other semi-natural vegetation should remain unlandscaped and unmanicured.

The Millican-Ogden community contains numerous recreational amenities including: an indoor arena, an outdoor swimming pool, a community hall, a tennis court, several playgrounds and sports fields.

3.4.5.2 Objectives

1. Maintain and enhance the quality of existing open space and recreation facilities to meet the needs of the residents in the study area.
2. Improve access to major parks from the community.
3. Encourage residents to play a more active role in the maintenance and improvement of parks and open space.
4. Naturalize, where possible, selected community parks such as hillsides.
5. Develop linkages between community open spaces to improve the community parks for walking, cycling and sightseeing.
6. In accordance with policies in the Municipal Development Plan and the Joint Use Agreement regarding school sites that may be declared surplus in the future, the community, the City Administration and the respective school board should consult each other to examine opportunities for redesigning the entire site for community related activities. This Plan re-affirms the City's position to exercise a first right to consider the purchase of surplus school sites.
7. Should the City decline to purchase a school site deemed surplus by either school board in Millican-Ogden, an amendment to the community plan shall be required in order the re-evaluate the open space, community facilities and recreational needs of the community.





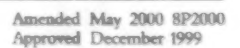
3.4.5.3 Policies

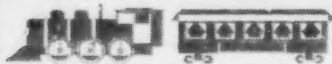
1. The City, both school boards and community residents should consider joint participation in landscaping the school sites.
2. The native vegetation on local parks will continue to be protected.
3. In order to protect the natural vegetation and habitat of local parks, any park development or landscaping should respect the integrity of the natural areas in such a way as to prevent negative environmental impacts.
4. Access points from the community to city wide parks should be clearly defined especially in the area of Beaver Dam Flats and the Western Irrigation District Canal.

3.4.5.4 Implementation

To implement the parks and open space land use policies, the following actions are required:

1. Calgary Parks & Recreation should ensure that the community is fully involved on an interactive basis including study preparations for all planning and capital projects involving parks and open space facilities.
2. Calgary Parks & Recreation should assess the public access routes and entrances to Beaver Dam Flats Park and the Bow River system north of 66 Avenue SE to make them more desirable access points within one year of approval of this Plan.
3. Calgary Parks & Recreation should investigate with the community the desirability and feasibility of constructing a formal network of pathways, viewpoint/landmark areas through the local community including links to the regional Beaver Dam Flats Park, the Bow River Pathway and the Western Irrigation District Canal Pathway.





4. The following sites on Table 8 and Map 11, page 85 should be redesignated by The City of Calgary.

Table 8: Proposed Park Redesignations

Sites	Existing Designation	Proposed Designation
15	<i>R-2 (Residential Low Density District)</i>	<i>DC (Direct Control District)</i>
22	<i>I-2 (General Light Industrial District)</i>	<i>PE (Public Park, School & Recreation District)</i>
23	<i>R-2 (Residential Low Density District) and C-3 (General Commercial)</i>	<i>PE (Public Park, School & Recreation District)</i>
24	<i>DC (Direct Control District)</i>	<i>PE (Public Park, School & Recreation District)</i>
25	<i>R-1 (Residential Single-Detached District)</i>	<i>PE (Public Park, School & Recreation District)</i>
26	<i>UR (Urban Reserve District)</i>	<i>PE (Public Park, School & Recreation District)</i>

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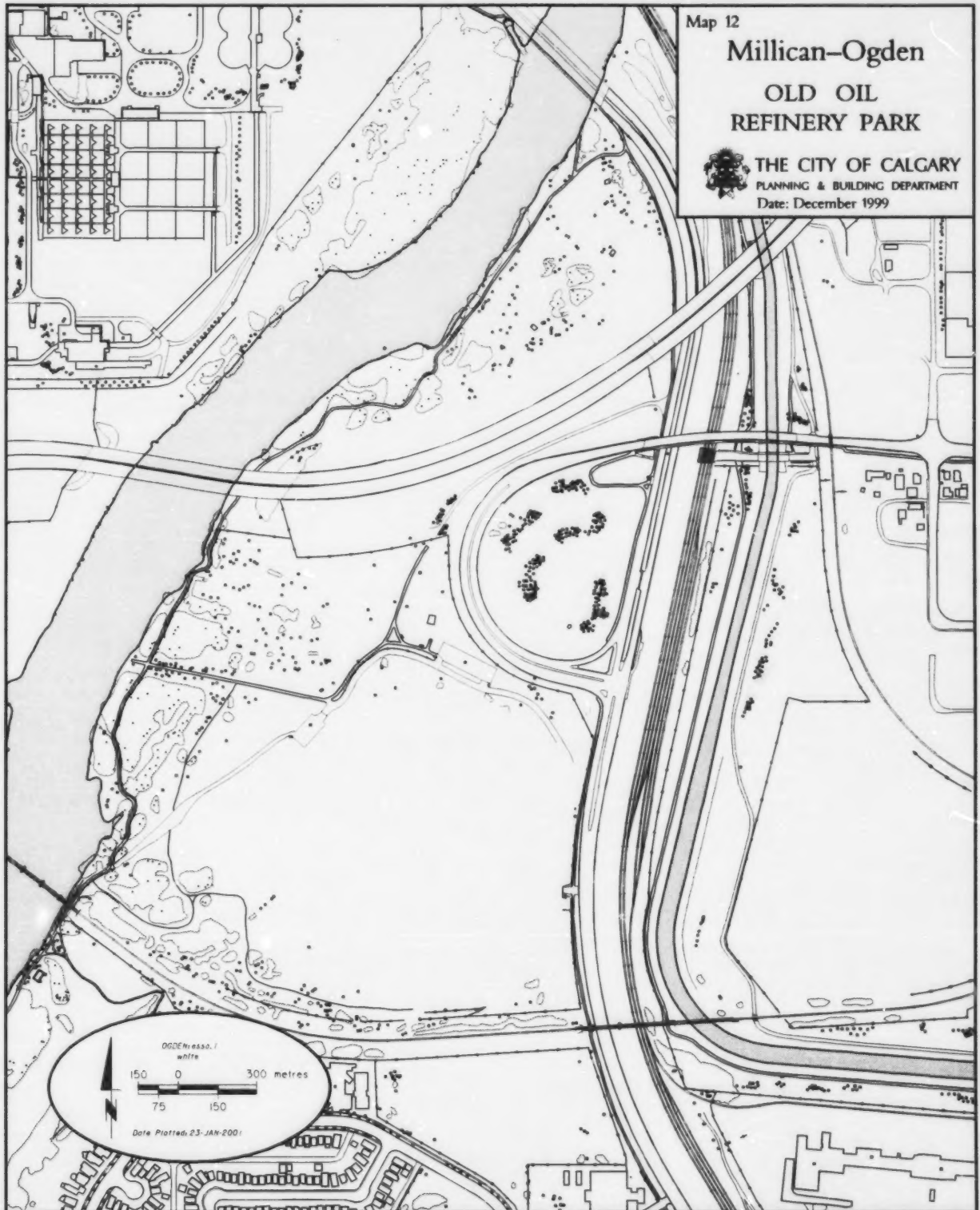
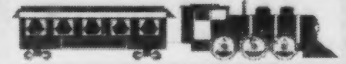
3.4.5.5 "Old Oil Refinery Park"

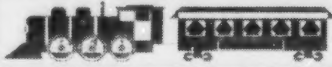
3.4.5.5.1 Context

This site of 35.4 hectares (87.4 acres) is located at the north end of the study area and is bounded by the Bow River in the west, the Canadian National Railway Right-of-Way in the south, Ogden Road SE in the east and the confluence of the Bow River and Ogden Road in the north (Map 12).

This site was utilized by the Imperial Oil Refinery prior to 1924 and ceased operations in 1976. Due to the contamination of the soils, the site is not permitted for uses involving permanent human habitation.

It is currently designated I-2 (General Light Industrial District). An Environmental Management Plan is being developed and the site is undergoing a clean-up of contaminants caused by the Imperial Oil Refinery activities that had been located at this site. This





remediation exercise is expected to continue during the life of this Plan. The Millican-Ogden Community Association is working with representatives of Imperial Oil Ltd. to improve the landscaping of this site.

The site is vacant, predominantly level and covered with low level shrubs and poplar, willow and Manitoba maple trees. The site is divided by Deerfoot Trail and a new ramp connecting the 50 Avenue overpass to Ogden Road.

This site was part of the Urban Park Master Plan (approved by Council in 1994). This Plan recommended reclamation of the "Old Oil Refinery Park" including: naturalization of the riverbank and adjacent lands, development of recreation facilities including sport fields, provision of pathway linkages, parking areas, washrooms, and rezoning the site to a parkland designation.

3.4.5.6 Objectives

1. Ensure any future use of this site:
 - a. is compatible with adjacent low density residential and general light industrial uses south of the Canadian National Railway Right-of-Way;
 - b. limits any liability to the City of Calgary; and
 - c. is managed to prevent adverse effects on human health.
2. Ensure the ongoing management and remediation of the site is done in accordance with the requirements of Alberta Environmental Protection and follows the Environmental Management Plan for the site.

3.4.5.7 Policy

The site should become open space and become part of the major park system. Other non-profit revenue producing uses such as a railway museum, skate board park, outdoor storage greenhouse/garden centre and recreational facilities are also considered suitable for this site as long as risk management measures are incorporated.

3.4.5.8 Implementation

1. The City of Calgary should redesignate the "Old Oil Refinery Park" site from I-2 (General Light Industrial District) to DC (Direct Control District).



3.4.6 Transportation

3.4.6.1 Context

The Millican-Ogden Community is well serviced by an internal network of collector roads. External access to the community is restricted to Glenmore Trail to the south and Ogden Road to the east. The Bow River forms a natural barrier to the west and the CP railway restricts access to the east. There are only two river crossings: the Graves Bridge on Glenmore Trail south of the community; and the Bonnybrook Bridge on Ogden Road north of the community. There are two accesses to Ogden Road from the east, 50 Avenue and 69 Avenue/Ogdendale Road. Both routes to the east have at-grade railway crossings which have historically been the source of major traffic tie-ups.

Transportation-related comments and concerns represent the largest category of concerns noted in the 1996 household opinion survey. Within this category, the following major issues were identified and ranked in accordance with frequency of response:

1. Ogden Road/50 Avenue SE intersection operation;
2. Speeding traffic in the community;
3. Glenmore Trail/18 Street SE operational issues;
4. 66 Avenue/18 Street SE operational issues;
5. Calgary Transit issues;
6. Truck traffic issues; and
7. Glenmore Trail/18 Street SE pedestrian crossing issues.

The south access to the community, Glenmore Trail and 18 Street, is also the only access to the Riverbend Community. The intersection has experienced a considerable amount of congestion as a result. Major intersection revisions were completed in 1995 and have helped to some extent. However, with continued industrial development to the east, congestion will increase. This congestion has also resulted in some residents of Riverbend shortcutting through the Millican-Ogden Community rather than proceeding east or west along Glenmore Trail.

The close proximity of the Millican-Ogden Community to a rapidly growing industrial area to the east has also meant a significant increase in truck traffic through the area. Congestion along many of the major transportation routes in the area, such as Glenmore Trail and Barlow Trail, has heightened concern over increased truck traffic through the community.



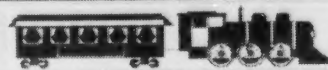
The construction of the 24 Street realignment and the provision of a direct connection between Deerfoot Trail and Glenmore Trail will result in Ogden Road becoming a more desirable route.

The future Southeast LRT alignment also traverses the community. The preferred routing option runs along the west side of the CPR tracks, on the eastern edge of the community. A crossing of Ogden Road and the Bow River would be required north of the existing residential development. The future LRT routing alignment may bisect the South Hill area, south of Glenmore Trail.

During the planning process, the need for a pedestrian link over the Bow River in the vicinity of the Graves Bridge was identified.

3.4.6.2 Objectives

1. Improve access to the community through improved operation of congested intersections.
2. Address speeding traffic in the community to enhance public safety.
3. Address traffic safety concerns in the community, especially in the vicinity of the four area schools.
4. Address possible impacts such as the construction of the Ogden Road/50 Avenue interchange.
5. Encourage network traffic improvements which minimize the potential for shortcutting traffic through the community.
6. Review and improve, where required, pedestrian crossing of major roads.
7. Review and address, where required, local traffic operation issues.
8. Review transit service in the community.
9. Develop a pedestrian link across the Bow River on or adjacent to the Graves Bridge.



3.4.6.3 Policies

1. To accommodate community and city-wide mobility needs, the existing hierarchy of road classifications (Map 12) should be retained. Road classifications to be retained are:

Freeways/Expressways

- Glenmore Trail SE
- Deerfoot Trail SE
- Barlow Trail SE

Major Roads

- Ogden Road SE
- 50 Avenue SE
- 86 Avenue SE, east of realigned 24 Street and Shepard Road
- 18 Street SE, between Glenmore Trail and 76 Avenue
- 24 Street SE, south of Glenmore Trail

Collector Roads

- 18 Street SE, 66 Avenue to 76 Avenue
- 62 Avenue SE
- 66 Avenue SE
- 69 Avenue SE, 18 St. to 20A Street
- 19 Street SE, Millican Road to 66 Avenue
- Millican Road SE
- Crestwood Road SE, 19 Street to 69 Avenue
- Lynnvie Road SE
- 20A Street SE, Crestwood Road to 78 Avenue
- 76 Avenue, 18 Street to Ogden Road
- 78 Avenue, 20A Street to Ogden Road
- Shepard Road
- 69 Avenue/Ogdendale Road, east of Ogden Road

2. The Millican-Ogden Community should continue to work with the Transportation Department and the Calgary Police Service to address speeding traffic concerns.
3. Traffic volumes on collector and local streets should not increase above environmental guidelines as a result of the Ogden Road/50 Avenue interchange construction.
4. The current truck prohibition on Ogden Road SE, between 69 Avenue and Glenmore Trail, should be retained to ensure future industrial development to the east and the construction of 24 Street SE, south of Glenmore Trail, will have a minimal impact on Ogden Road residential development.
5. Congested intersections should be reviewed with the intent of improving intersection operation.

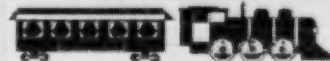


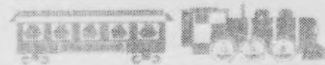
6. The community supports the construction of an alternate access from the Riverbend Community onto 24 Street SE to reduce the potential for shortcutting through Millican-Ogden and allow for improved intersection operation at Glenmore Trail/18 Street SE.
7. The community supports initiatives to improve Calgary Transit service in response to community needs.
8. The Calgary Transportation Plan supports the safe pedestrian access of the Bow River.

3.4.6.4 Implementation

To implement the transportation policies, the following actions are required:

1. The traffic study, which is currently underway, should be completed.
2. Periodic use of educational initiatives such as the Community Speeding Awareness Program and the 50 km/h Residential Speed Limit Signing Program should be continued.
3. Traffic counts should be conducted at the main accesses off of Ogden Road into the community (Millican Road, 69 Avenue, 74 Avenue, 76 Avenue and 78 Avenue) approximately one year after the opening of Ogden Road/50 Avenue interchange.
4. The Calgary Police Service Truck Unit should be requested to monitor truck traffic and provide enforcement on Ogden Road between 69 Avenue and Glenmore Trail and on 18 Street between Glenmore Trail and 66 Avenue SE.
5. The Transportation Department should continue to investigate initiatives aimed at providing an alternate access from Riverbend onto 24 Street SE.
6. Through the annual budget process, Calgary Transit should review transit service in the area with a view to providing enhanced service to area residents. Possible options could include but are not limited to more direct routing between the Riverbend and Millican-Ogden communities.
7. The pedestrian link across the Bow River on or adjacent to the Graves Bridge should be included in the next Pedestrian Overpass Priority Study (P.O.P.S.) review.





MILLICAN-OGDEN COMMUNITY PLAN

BACKGROUND AND SUPPORTING INFORMATION

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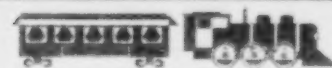
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MILlicAN-OGDEN COMMUNITY PLAN BACKGROUND & SUPPORTING INFORMATION

PREFACE

Identified as "The Background and Supporting Information", this section provides the pertinent background information for the Millican-Ogden Community Plan. The purpose of this section is to describe the context within which the planning proposals have been formulated for the Community Improvement Initiatives, the Community's Social Development Plan (SDP), and the Area Redevelopment Plan (ARP). The Background and Supporting Information Pages have no legal status.

1.0 COMMUNITY CONTEXT

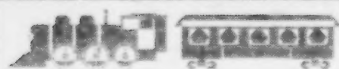
1.1 Location, Topography and Natural Features

Location Surrounded by the Bow River to the west, Canadian Pacific Rail lines and irrigation canals to the east, and Glenmore Trail to the south, Millican-Ogden may seem relatively isolated in the eastern part of Calgary. The district actually has a very strategic location with easy access to the downtown and other parts of the city via Glenmore and Deerfoot Trails.

Topography The Millican-Ogden area is primarily characterized by a high plateau of approximately 18 metres (50 feet) above the low land areas abutting the Bow River, and the two relatively flat regions separated by a north-south bluff. There is also an east-west gully that creates a gently sloped access between the two topographical features. South Hill, to the south of Glenmore Trail, is another dominant high plateau area that gently slopes down through a series of escarpments toward the south and southwest, and provides excellent view of the mountains (see Map 1).

Natural Features Millican-Ogden is one of the oldest communities within the Calgary metropolitan region. Due to the age of the community, most residential properties have abundant vegetation and mature trees. The boulevards are landscaped primarily with American elm and green ash trees.

The area is abundant with landscaped open space corridors left from the setback areas planned for future phases of the Imperial Oil refinery that were never built. These open space corridors



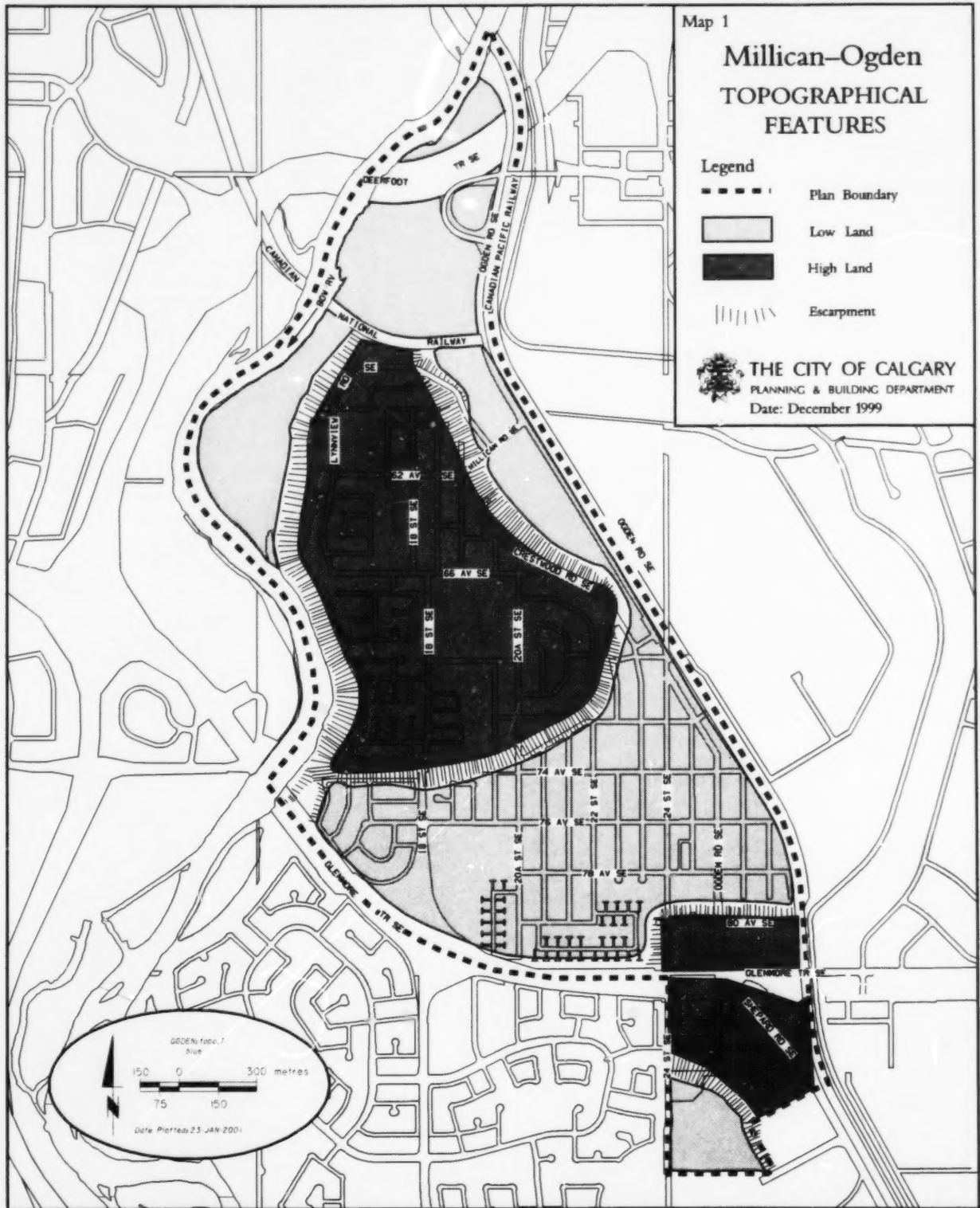
provide treed promenade areas for the residents, and create a series of linear open spaces linking community parks with the Bow River valley. The sloped area along the escarpment of the Bow River offers pleasant views toward the riverbank and the mountains on the horizon to the west and the downtown skyline. The escarpment area is well used by the neighbourhood residents.

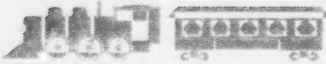
1.2 Historical Development of Millican-Ogden (Map 2)

The historical development of the area as a separate town dates back to the late 1800s, and correlates with the development of both The City of Calgary and the Canadian Pacific Railway (CPR). The present site of the Millican-Ogden district and the CPR Ogden Repair Shops were annexed to The City of Calgary in 1911. The following presents a brief summary of the historical development of the Millican-Ogden community¹:

- 1894** Calgary was incorporated as a city. The CPR was given the authority to construct the Western Irrigation Canal on the east edge of Millican-Ogden in order to irrigate a large area of land east and south of Calgary.
- 1898** Calgary's City Council persuaded the CPR to locate its freight yard facilities in Calgary.
- 1903** The CPR purchased the land required for the irrigation canal project from the homesteaders Harry Cossar and William McIntyre, and subsequently constructed the Canal during 1903 - 1910 at a cost of 16 million dollars. One million acres of arable land thus was created to the east of Calgary.
- 1911** The City of Calgary annexed the Millican-Ogden District and the CPR Ogden Repair Shops. This major repair shop, known as the "Ogden Shops", was named after one of the CPR vice-presidents, I.G. Ogden. The selected site, 4.6 miles southeast of the city centre, was located on a large piece of flat land capable of housing a comprehensive industrial complex with the related trackage. The decision to build the repair shops, at the time, was due in part to the construction of the Horse Shoe Falls power plant to the west of Calgary.

¹ This history was based on excerpts from the following:
Calgary, W.B. Fraser, Holt, Renehart and Winston of Canada Ltd.; Toronto, 1967
Calgary, An Illustrated History; Max Foran, Lorimer Toronto, 1978
Ogden Whistle; Walter Boote, Ogden Area History Committee, 1975





1912 The "Ogden Shops" project started in April, and was completed the following year by mid March 1913. Approximately 1,200 - 1,500 men were engaged in constructing the repair shops. Calgary, at the time, boasted having a reliable supply of natural gas, a street railway system, electricity, street lights and a fast growing population. With the construction of the Ogden Shops, Millican-Ogden also experienced a significant development boom.

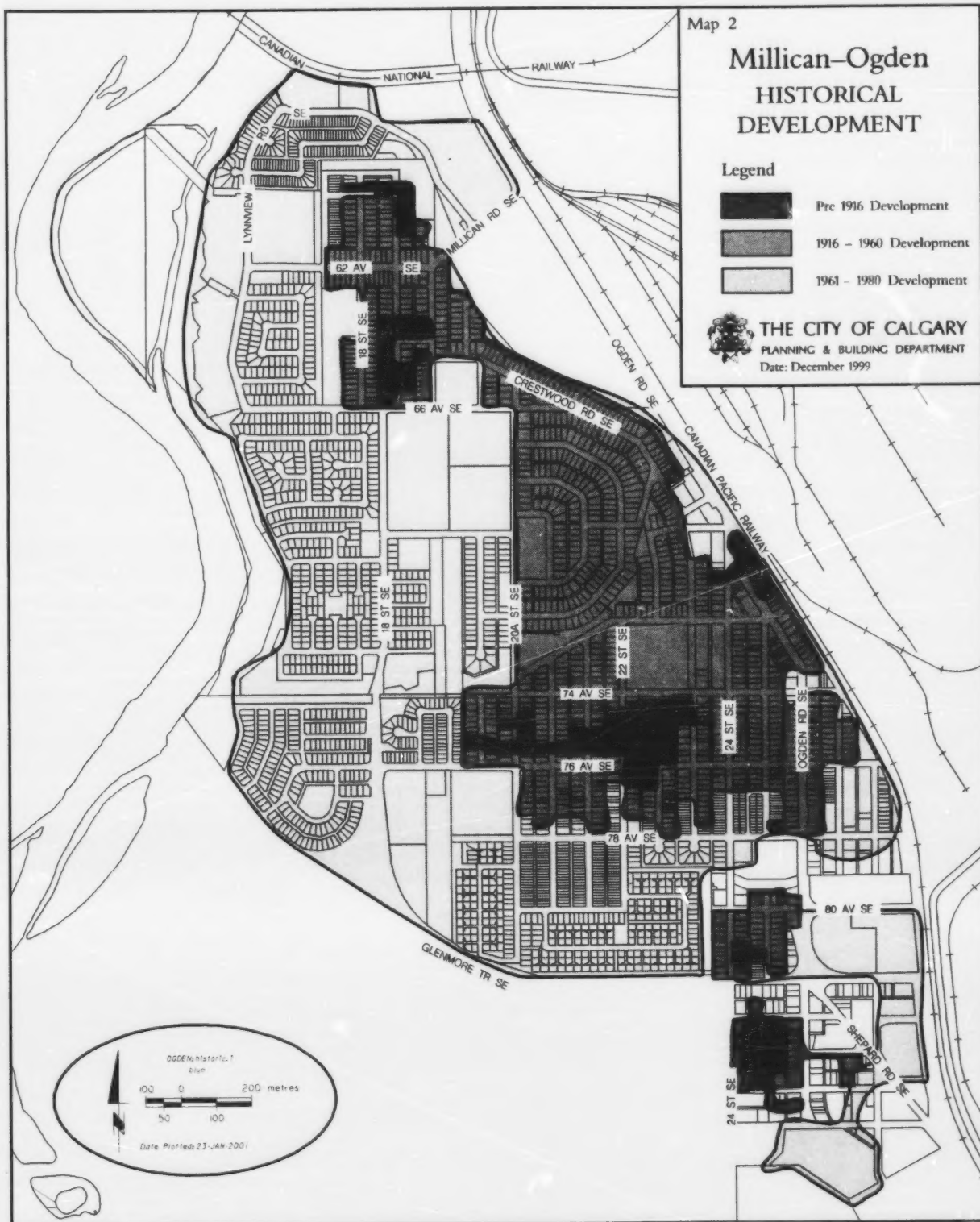
During this boom period, the City promoted construction of housing to accommodate the workmen near the industrial areas. In order to encourage the CPR employees to live near the shops, the company introduced a new wage schedule that paid men who resided at or adjacent to the repair shops for ten hours, but paid those who lived in the city only for nine hours. Once the sufficient amount of accommodation was built in Millican-Ogden within a year, the company then encouraged all workers to live in the nearby neighbourhood.

Early residential development in Millican-Ogden began in two separate parts of the community. The first was the Millican Estates subdivision which occupied the northern part of Millican-Ogden in an area that is presently bounded by 62 and 66 Avenues. The second area was the South Hill subdivision which was located in the southern part of the community presently bounded by Glenmore Trail and 76 Avenue.

W.J. Millican began subdividing and selling lots in Millican Estates in 1912. At the time of the original subdivision, he was asking between \$350-500 per lot. Later, as the demand for his lots subsided, so did the price, stabilizing at approximately \$25 per lot. The area still retains many of the 1912 structures on their original lots. These homes were small, often no more than two or three rooms. Only one remains unmodified from their original exterior condition. The area became the living quarters for the CPR workers, many of whom had emigrated from Germany and the Ukraine.

1912 - 1913 During the initial boom years, Millican-Ogden with its large payroll of approximately \$40,000 to \$50,000 dollars every two weeks, became well known as the "capital of Calgary." The Calgary Land Company announced that residential estate lots in Millican-Ogden would be sold for between \$350.00 and \$500.00 with 21 months to make all payments.

At the same time, Alberta Home Builders Company was also building fully modern homes in time for the opening of the Ogden Shops. Two new subdivisions were also being built to the south of





the present Glenmore Trail. While the one named South Hill was inside the city limits, the second new subdivision was outside the city limits at the time.

Prior to Calgary's street-car line, named the "Calgary Municipal Railway", being extended to Millican-Ogden, the CPR ran a special workers' train to transport the Ogden Shops employees to the construction site. The streetcar line ran down the Ogden Road as far as 82 Avenue in South Hill.

- 1913** A News Telegram clipping stated that, "a group of Calgary businessmen is building 500 homes in Millican-Ogden"; in reality, it turned out to be a very over-ambitious statement. By the end of 1913, the economic boom had subsided; and the lot prices dropped drastically from \$300.00 to \$25.00.

The prediction that was made in the telegram announcing that, "there would be at least 15,000 people living in Millican-Ogden in four years" took almost sixty years to materialize. Map 2 shows the extent of the residential area in 1916, and the community's development through the years.

- 1920** One of the resulting effects of the pre-1916 development era had been the over-extension of residential districts. Land in many subdivisions had been sold cheaply, and houses had been built under the pretext that streets, utilities and services would be forthcoming. Thus many houses were scattered throughout the city isolated from main roads and utility trunk lines. In addition, land parcels reverted back to the city in lieu of the unpaid taxes, thereby adding a further strain on the municipal finances. In order to address these problems, City Council members implemented strict development controls in subsequent years. They restricted the streetcar services and utilities beyond the inner city, and levied high assessments on non-agricultural lands in the outlying areas.

Calgary experienced a slower rate of growth which continued approximately for another 25 years. Land prices in the outlying areas dropped dramatically as the land owners in the suburban areas were encouraged to exchange their land with other land parcels closer to the city centre. This triggered a further drop in land assessments, and added another burden to the prevailing tight financial situation.

- 1922** Imperial Oil Enterprises announced plans to develop a 2.5 million-dollar oil refinery on a 100-acre site on the northern edge of Millican-Ogden. The refinery was completed in October 1923, and provided approximately 4,000 barrels of oil a day.



1931 During the Depression years, a decision was made to lay off 800 men; Ogden shops operated only three days per week, the George Moss camp was used as a camp for homeless men. The Millican-Ogden Scout hall was officially opened in December 1931.

CP Rail's large payroll had been a stabilizing influence in Calgary and the Millican-Ogden area since 1912. The company employed 15 per cent of Calgary's workforce, and contributed 6.5 million dollars to the local economy.

1941- 1945 The Canadian Government's Munitions & Supply Department selected the main locomotive shop in Millican-Ogden for the production of certain munitions of war. Approximately 2,500 men were employed during the war years, when both the munition work and railway repairs were carried out. The Ogden shops thus made a great contribution to the war effort.

1957- 1958 A disagreement between The City of Calgary and the Millican-Ogden residents was resolved through the Provincial courts of Alberta. The City had sold a large portion of the community to Imperial Oil company with permission to expand the oil refining operation.

The community was experiencing a development boom at the time; decided to take an action against the City's decision; and hired Milt Harradance (now a retired lawyer of the Alberta Supreme Court). Mr. Harradance was able to get an injunction against the City. Eventually, it was agreed that the Imperial Oil Company would have the authority to use the land, provided that a 300-foot buffer strip was built, a swimming pool was constructed, and a \$10,000 grant was given to the community for a community hall.

1959 The Imperial Oil company provided the agreed upon funds for construction of the community hall in 1959; the buffer strip is still in place; and the pool has been in operation for many years.

1970 Another problem emerged between the community and the Imperial Oil Company. According to the 1950 agreement, the Imperial Oil company was to develop the land or sell it back to the City at the original cost. The residents of Millican- Ogden were able to prove to the City that since the company executives had not developed the land for residential purposes within the subsequent 18 years, they were in violation of the agreement.



Nu-West acting on behalf of the Oil company, tried to reclaim the 300-foot buffer strip. Alderman Harry Huish was able to have the buffer strip dedicated by the City as open space. At the same time, the community also defeated the attempts of Devon West (another development company) from building homes along the top of the escarpment, thereby securing the public access for the community residents along the riverbank and at the top of the escarpment.

1981 The City purchased part of the former Imperial Oil Refinery site for the Deerfoot Trail project, but was not aware of the serious soil contamination until 1987.

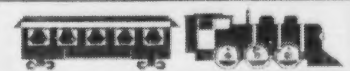
1985-1987 A hydroponics company sued both the City and the Imperial Oil for the damages resulted from the failure of its hydroponic greenhouse which operated on a portion of the former oil refinery site. (This suit was finally settled out of Court in 1995).

1986 The Millican-Ogden community residents sent a petition (containing 533 signatures) to the Provincial Minister of the Environment, and complained about the odours from the Alberta Processing plant located on the eastern edge of the community. The petition inquired if the company was working within the guidelines set in licensing its operations. No response was ever received by the community.

1989 - 1991 The lead contaminated soils of the Beaver Dam Flats Park were removed from the area at a cost of 3.2 million dollars, financed two thirds by the Imperial Oil Company and one third by the Alberta Environment.

1996 The community planning exercise for Millican-Ogden was initiated by The City's Administration, community representatives and residents. This "pilot project" has been a collaborative effort in developing an Area Redevelopment Plan (ARP) and a Social Development Plan (SDP).

In April 1996, the planning exercise began by developing a survey that was distributed to all the households in Millican-Ogden. The results of this 1996 Household Survey identified all the residents' concerns and the issues that needed to be addressed in developing the ARP/SDP, and the Community's improvement initiatives.



1.3 Social Development History of Millican-Ogden

- 1956** The Millican-Ogden Community Association (MOCA) was formed as a joint initiative of the local Rate Payers' Association, the Athletic Association and the Ladies' Auxiliary. Harry Huish was the first president. Initially MOCA promoted active sports by offering a variety of team sports for the neighbourhood children and youth.

Through the 1970s and 1980s, MOCA expanded its focus by organizing a variety of social activities for the community at large; supported the efforts of the local area schools, and became an active participant of the Ogden Inter-Agency.

- 1973** The Ogden Inter-Agency was established. Members of the Inter-Agency (representing various community groups, agencies and service providers) helped the community members to identify the high priorities in terms of the social needs in the community, and helped them to develop programs to respond to such needs.

- 1977** The Ogden House Seniors (OHS) was incorporated as an organization to officially provide programs and services for the seniors aged 50+ living in Millican-Ogden. In the early years this seniors' program was carried out in the Ogden Elementary School building, which later became the Family Resource Centre.

- 1981** The Sherwood School was designated as a community school. This designation provided additional funding which allowed for the development of supplementary academic and recreational programs for students in the area. A wider use of the school facility also occurred during the 1980s for family and adult education programs, until the funding was cut in 1995.

- 1987** The results of a feasibility study identified the need for a new facility for the seniors' programs.

A new Ogden House Seniors building was constructed next to the MOCA building, and opened for service in 1990. There are about 300 members who use this facility on an ongoing basis, at the present time.

Through the 1990s, MOCA has become an integral partner of the Ogden Inter-Agency also supporting the social needs of the area residents.



1990 - 1991 Calgary Health Services (later renamed CRHA) conducted a Needs Assessment at the Sherwood Community School to identify the types of physical, social and emotional problems the youth were facing in Millican-Ogden.

Using the results of this Assessment, the Ogden Inter-Agency applied to the federal government for funding a conference, in 1991, entitled as the "Ogden Area Stay in School Initiative (O.A.S.I.S.)." This initiative paved the way for a team of community representatives, service providers, and agencies to come together and organize a series of lectures in the community.

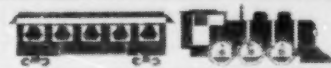
1994 As a result of the above-cited conference, the O.A.S.I.S. Committee was established, comprised primarily of community representatives and three members from the service provider groups, namely: The Calgary Health Services, Parks & Recreation, and Community & Social Development. The O.A.S.I.S. became an ad hoc committee of MOCA, and a member of the committee attended the monthly MOCA meetings to report on new initiatives.

1995 The concept of developing a central family resource centre began building momentum. The goal was to provide free/low cost community programs and activities with a focus on psychological/social support for children and families. The Family Resource Centre (FRC) was incorporated in the MOCA's bylaws, and replaced the O.A.S.I.S. The FRC Committee became a sub-committee of the MOCA Board in September 1995.

Programs sponsored by the FRC, were initially offered throughout the community. In June 1996, however, the Ogden School Annex (at 7609 20A Street) became the official location of the FRC.

At a Town Hall meeting, residents developed a vision for a community based multi-service centre to further support the FRC's programs for families and children. The vision resulted in the establishment of the Millican-Ogden Community Association Local Inter-Agency Network Coordinator & Knowledge (MOCA LINCK).

A proposal was developed to fund three staff positions to provide services to the community at large. By June 1996, the three staff members were hired : a project and volunteer coordinator, an outreach worker, and a business and community liaison person. These staff members since have been given the responsibility to implement the goals identified in the MOCA LINCK proposal.



1.4 Highlights of the 1996 Household Survey

The residential survey, conducted in Millican-Ogden, was the first of its kind; a 12-page questionnaire was developed in accordance with community suggestions.

In April 1996, the survey forms were dropped off at all the households by the Boy Scouts in the community. Approximately 16% (659 survey forms) were returned. This is a typical response rate for such surveys, but the volume of information collected was much greater than usual. The following presents some of the highlights and findings of the 1996 Household Survey:

Characteristics of Respondents

A majority of the survey respondents tended to be women (67%); longer term residents of the area (31% had lived in Millican-Ogden for 20+ years); homeowners (84%), exhibited a well-spread age distribution (53% were 25-44, 20% 45-54, and 14% were 65+).

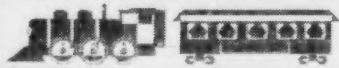
Community Pride

Residents were asked to judge how strongly they valued seven existing strengths of Millican-Ogden so that plans could be developed to highlight the valued strengths. The following were identified as being liked strongly:

- open space that surrounds Millican-Ogden (81%)
- presence of seniors (70%)
- access to people from all generations (64%)
- neighbourliness of people (62).

Additional questions determined that about half (49%) found that Millican-Ogden's history contributed to its identity (percentages were much higher among long-term residents and seniors). It is also important to note that, almost two thirds (64%) of the residents thought it was a good idea to "spruce up" the buildings that have historical/heritage characteristics.

The residents were also offered a list of eight ways that Millican-Ogden could be made stronger and healthier as a sustainable community. Substantial support was found only in the area of crime/violence prevention and safety and security (81%).



Education 57% of the survey respondents had no child in a school in Millican-Ogden. Therefore, the comments received concerning educational opportunities and needs, were evaluated on the basis of this ratio of the respondents. It is also important to note that 61% thought that more parental involvement in schools and increased cooperation could enhance the quality of education offered in Millican-Ogden. Year-round schooling was also generally favoured (but, more support was given for this type of educational curriculum in the higher grade levels, e.g. 57% for Grades 7-9).

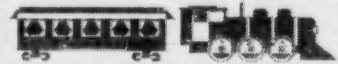
Safety 80% of the residents indicated that they feel safe in Millican-Ogden. There was relatively more concern for children who were unsupervised before & after school (49%), children who played on the railway tracks (46%), and regarding young offenders who live in Millican-Ogden.

Transportation Regarding Calgary Transit, 13% of the respondents indicated that they use public transit on a daily basis, 28% occasionally and 59% rarely or never. The rate of daily public transit use was higher among renters (20%), and couples without children (26%).

Community Resources The planning study undertaken in Millican-Ogden has revealed that a majority of children/youth were more likely than adults to use existing recreational resources regularly (weekly), especially playgrounds (69%), pathways (63), natural fields (61%), and the swimming pool in season (49%). A majority of the adults also were found to be regular users of pathways (57%), and natural fields (53%).

Housing From the beginning of the study housing intensification was an issue for the community. The pre-survey focus group discussions identified a strong concern that the housing density of the community should not be increased, and that open space should not be lost to housing. The City Administration had the task of clarifying the city-wide need for greater density so as to keep the efficiencies of city services.

In view of the city-wide importance of the issues, and despite a considerable amount of controversy, questions relating to housing density and intensification were put into the survey for community response. It was not surprising, therefore, that there was less support for denser forms of housing than single detached dwellings.



However, the community showed considerable receptivity for special needs housing, especially for seniors (69%), persons with handicaps (52%), and women's shelters (51%). Only 19% of the respondents commented that Millican-Ogden needed more higher density housing. 51% stated that more single-detached housing would be okay, as development opportunities become available.

In response to a question, 84% of the respondents thought that their homes were "good value for the money"; and 14% found their housing costs more than they could really afford.

Community Economics

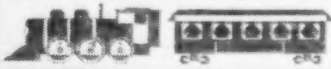
Majority of the respondents indicated that they invested their shopping dollars in their own community. 91% commented that they do their quick shopping trips right in Millican-Ogden, and 74% did their weekly shopping trips there. The responses were quite divided, however, on the issue of whether more businesses should come to the community - 58% said, "no"; and 42% said, "yes."

Daily Living & Social Issues

A series of questions addressed the social issues that affected various groups of the Millican-Ogden residents. Responses to the questions concerning the need for additional recreational activities in the community, revealed that teenagers and children were viewed as having the greatest need for "lots more" such activities while seniors had the least need. In fact, the commitment to children and youth was very much emphasized in the responses - 76% agreed that "healthy children and youth are the responsibility of the whole community, not just their parents." However, there were mixed views as to whether there were enough family support services in Millican-Ogden to meet the special needs of children and youth: 58% of the respondents commented that there were "not enough supports", while 42% commented that there were "no supports."

Some of the responses implied the need for less formally and more socially-oriented support programs and services. For instance, almost one-third of the survey respondents indicated that they feel socially isolated in either of two ways: 35% feel they do not have someone to talk to if they had a serious worry/problem; 33% feel they do not have someone to talk to concerning daily kinds of concerns/issues.

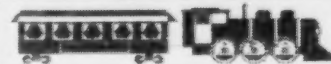
Family violence also appeared to be a problem in Millican-Ogden, in that 29% indicated that they knew of someone living in Millican-Ogden who was a victim of family violence.



A number of preventive social/behavioural programs were seen as needed if they could be offered inexpensively in Millican-Ogden. All suggested program areas received strong interest particularly concerning programs for children - in the form of parenting programs 74%. The percentages of respondents who indicated a need for certain types of programs in the community were: alcohol /drug misuse (76%); good nutrition (65%); stress reduction (64%); exercise habits (63%); "treating oneself better" (60%); and smoking cessation (53%).

***Community Action
Opportunities***

At the end of the survey, a vision for an all-services centre was proposed. 81% of the respondents thought that it was a good idea, but, only one-fifth of respondents were aware of this vision. In general, the respondents agreed with the list of suggested services and programs that might be included in such a centre: storefront police services (93%); community health services (94%); a meeting place for self-help groups (87%); unemployment related services (82%); personal counselling services (84%); and provincial social services (78%).



1.5 Community Planning Process

Table 1: Community Planning Process

Key Steps	Dates	Actions
Preliminary Steps	1996 January	Requested all participating civic departments and public agencies to designate a representative. Notified the community that the planning process was to begin. Established a corporate working team comprised of the representatives of the civic departments and public agencies.
Household Survey	February to April June July-August	Held monthly meetings with community residents and stakeholders to prepare the survey questionnaire. Established the deadline for the return of the surveys. Tabulated the results of the 659 completed survey questionnaires.
Summary of Key Issues	September	Identified the key issues in the survey: transportation, development, business & economic development, environment, community appearance crime, health & welfare, parks, youth, education and community programs.
Public Participation	October	Established eleven committees to deal with the key issues. Made presentations at the local schools and churches to promote the planning process.
Goals & Objectives	November 1996 to May 1997	Developed a set of goals and objectives and worked to problem-solve their issues. Formed a Steering Committee comprised of two representatives from each committee, to coordinate the planning process and the work of each committee.



Table 1: Community Planning Process Continued...

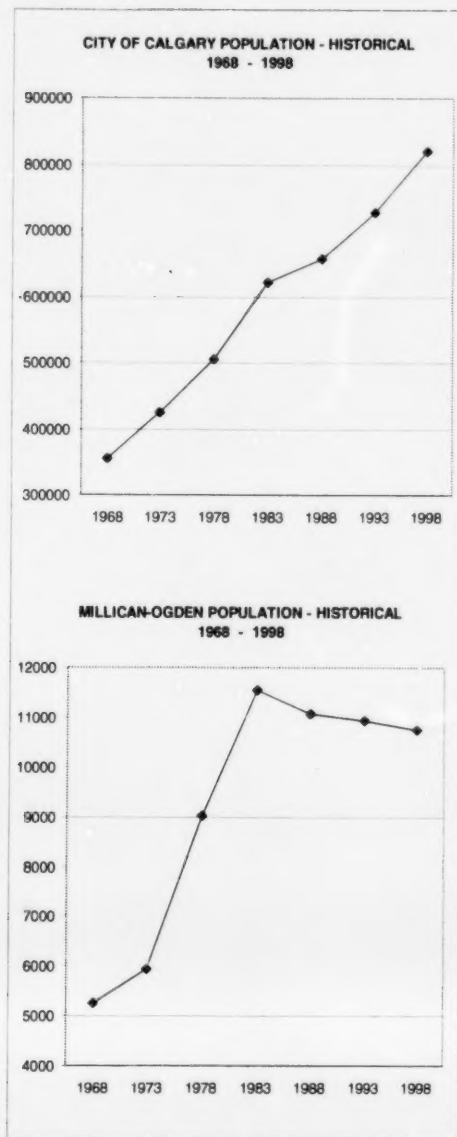
Key Steps	Dates	Actions
Preparation of a Draft Plan	1997 June-September	Prepared the preliminary plan by City staff.
	October - November	Reviewed and endorsed the draft plan by the Steering Committee and eleven sub-committee.
	November 1997 to April 1998	Held a series of Town Hall meetings for a community-wide discussion and endorsement of the plan.
South Hill	1997 November 1997 to September 1998	Requested City Council to review land use of South Hill. Council decided that land use in South Hill be incorporated into the draft plan.
Plan Revised	1998 September 1998 to January 1999	Revised and reprinted the Plan on the basis of comments received from The City, the committees and the community at large.
Business Plan	May 1998 to January 1999	Prepared a business plan at the request of potential funding sources, outlining the various improvement projects and their anticipated costs.
Circulation of the Draft Plan	1999 April	Circulated the draft plan to all committees, civic departments and other affected parties.
		Held an advertised Open House in the community to present the concepts of the plan and to receive public input.
Plan reviewed by Calgary Planning Commission	1999 June	CPC recommended first reading of the ARP Bylaw, placed Caravan Mobile Home Park under policy review and requested the Administration to report to Council on options that noise modelling could address in South Hill.
Plan presented to City Council	1999 July 20	Council gave first reading to the Community Revitalization Plan Bylaw 8P99 approved special noise policies for South Hill and instructed the Administration to bring forward and recommended redesignations.
Redesignations presented to Council	1999 December 06	City Council approved the proposed redesignations and gave three readings to Bylaws 120Z99, 121Z99 and 123Z99, gave second and third readings to the ARP Bylaw 8P99 and second third readings to Bylaw 25P98.



2.0 COMMUNITY PROFILE

2.1 Population Size & Trends

Figure 1



Source: 1998 City of Calgary Civic Census

Following a period of rapid growth in the 1970s, the population of Millican-Ogden has remained relatively stable during the 1980s and 1990s. In 1968, 5,259 people lived in Millican-Ogden compared with 10,755 people in 1998.

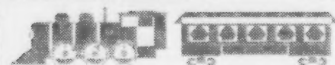
Figure 1 illustrates the population fluctuations of the community and The City over the last 30 years. In comparison to the steady growth of Calgary's population, as illustrated in Figure 1, the slight decline of population in Millican-Ogden in the 1990s, is an indication of the community's life cycle pattern.

The typical community life cycle pattern is population gain, peaking, levelling off, followed by population loss. Thus, mature life cycle patterns generally reflect fewer persons in each household, grown children leaving home to establish their own households elsewhere, families having fewer children, more single parent families, and seniors living alone in their own homes longer.

Communities like Millican-Ogden, where a broad range of dwelling units are accommodated or a capability exists to add new and varied types of housing units, tend to retain/regain their vitality, and can be less vulnerable to the extreme consequences of community life cycle effects.

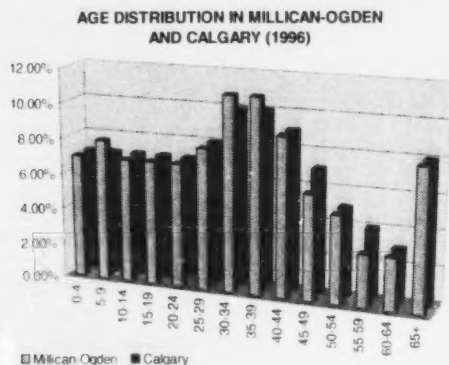
Note:

Due to community boundary changes in 1998, South Hill was separated from Millican-Ogden in the 1998 Civic Census. The 390 people living in South Hill were added to the 1998 population of Millican-Ogden for the purpose of this community profile.



2.2 Age Distribution, Family Structure & Households

Figure 2



Source: 1996 Statistics Canada

Traditional two-parent families with children make up 40% of the households living in Millican-Ogden in comparison to an average of 37% in Calgary. Of particular note are the 15% of families with children being headed by lone parents in Millican-Ogden as compared to Calgary's 9.4%.

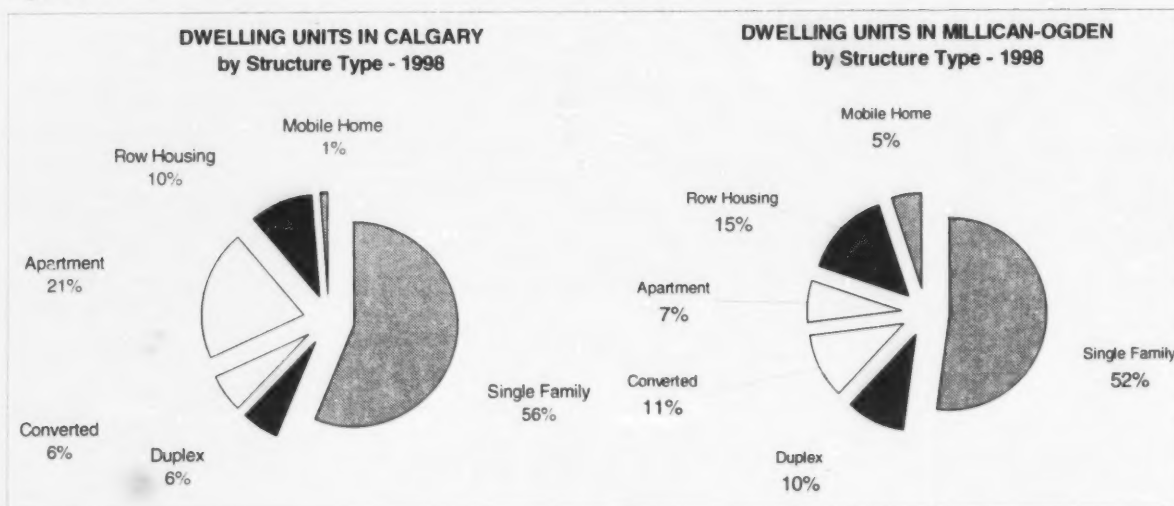
The age structure of the community is very close to that of The City of Calgary (Figure 2). It needs to be noted, however, that Millican-Ogden has slightly higher percentages of its population in the 5-9 and 30-39 age groups.

2.3 Dwelling Units

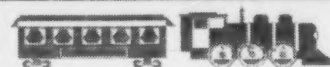
Compared to city averages, Millican-Ogden has a smaller percentage of apartment units and higher percentages of row housing (townhouses), single-detached homes converted into suites, duplex or semi-detached units and mobile homes.

Following the initial historical beginnings of the area during the introduction of the railroads, most of the dwelling units in Millican-Ogden were built between 1971 and 1980.

Figure 3

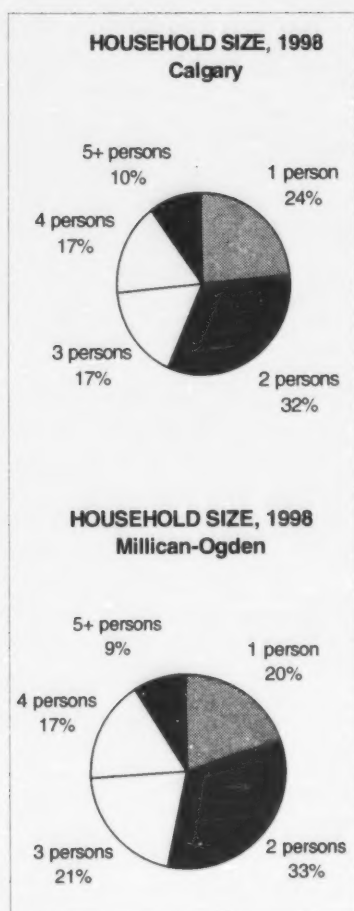


Source: 1998 City of Calgary Civic Census



2.4 Home Ownership & Household Size

Figure 4



Source: 1998 City of Calgary Civic Census

One method of indicating the degree of stability in a community is through the level of owner-occupied homes. Two-thirds of Millican-Ogden residents own their home, and one-third rent. This compares favourably with the city-wide ownership rate of 64%. Such "house-proud" nature of the area residents also was evident as reflected by the residents' responses given in the community's 1996 Household Survey.

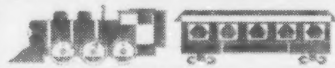
In 1978, there were 3.25 persons per household living in Millican-Ogden. In 1988 it declined to 2.86, and in 1998 it was 2.72. As Millican-Ogden's vacancy rates have consistently declined over the past 10 years, so has the household size dropped throughout Calgary. The declines in population and household size are not the result of rising vacancy rates as the rates have been declining dramatically with the influx of people into Calgary during the last few years. Such changes reflect the aging of residents in mature communities.

This observation, however, may not apply to all households. The data exhibited in Table 2 shows this to be true for single-detached dwellings of the traditional kind while there appears to be more intense use of duplex/semi-detached dwellings and apartments in Millican-Ogden than is generally found in Calgary.

Table 2: OCCUPANCY RATES BY STRUCTURE TYPE
(persons per occupied dwelling)

	Millican-Ogden	Calgary
Single-detached	2.87	3.07
Duplex/ Semi-detached	3.10	2.85
Converted	2.19	1.98
Apartment	1.83	1.56
Row Housing	2.52	2.49
Mobile Home	2.16	2.14
Other (e.g., Seniors' Lodge)	23.6	12.18
Total Average	2.72	2.64

Source: 1998 City of Calgary Civic Census



3.0 BACKGROUND TO POLICY RECOMMENDATIONS

3.1 Existing Land Use & Land Use Districts

Figure 5

Actual Land Use in Millican-Ogden

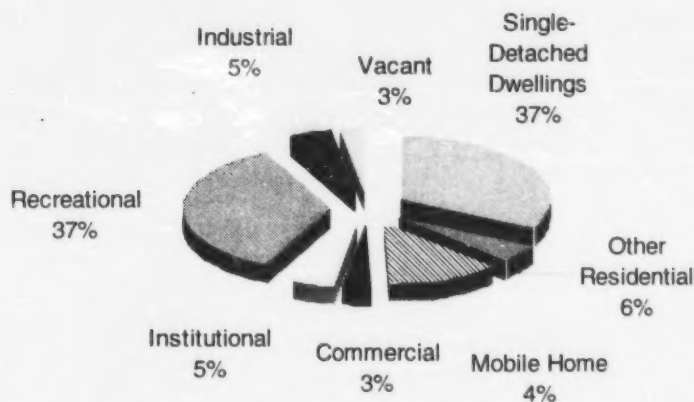


Figure 5 below refers to the actual land uses in Millican-Ogden (Map 3).

Figure 6, on the other hand, refers to the land use designations (zoning).

Table 3: Actual Land Use in Millican-Ogden

Actual Land Use in Millican-Ogden			
	Hectares	(Acres)	%
Single-Detached Dwellings	133	(328)	37
Other Residential	19	(47)	6
Mobile Homes	12	(30)	4
Commercial	10	(25)	3
Institutional	16	(40)	5
Recreational	129	(318)	37
Industrial	17	(42)	5
Vacant	11	(27)	3
Total	347	(857)	100

Source: Planning & Building Department 1999

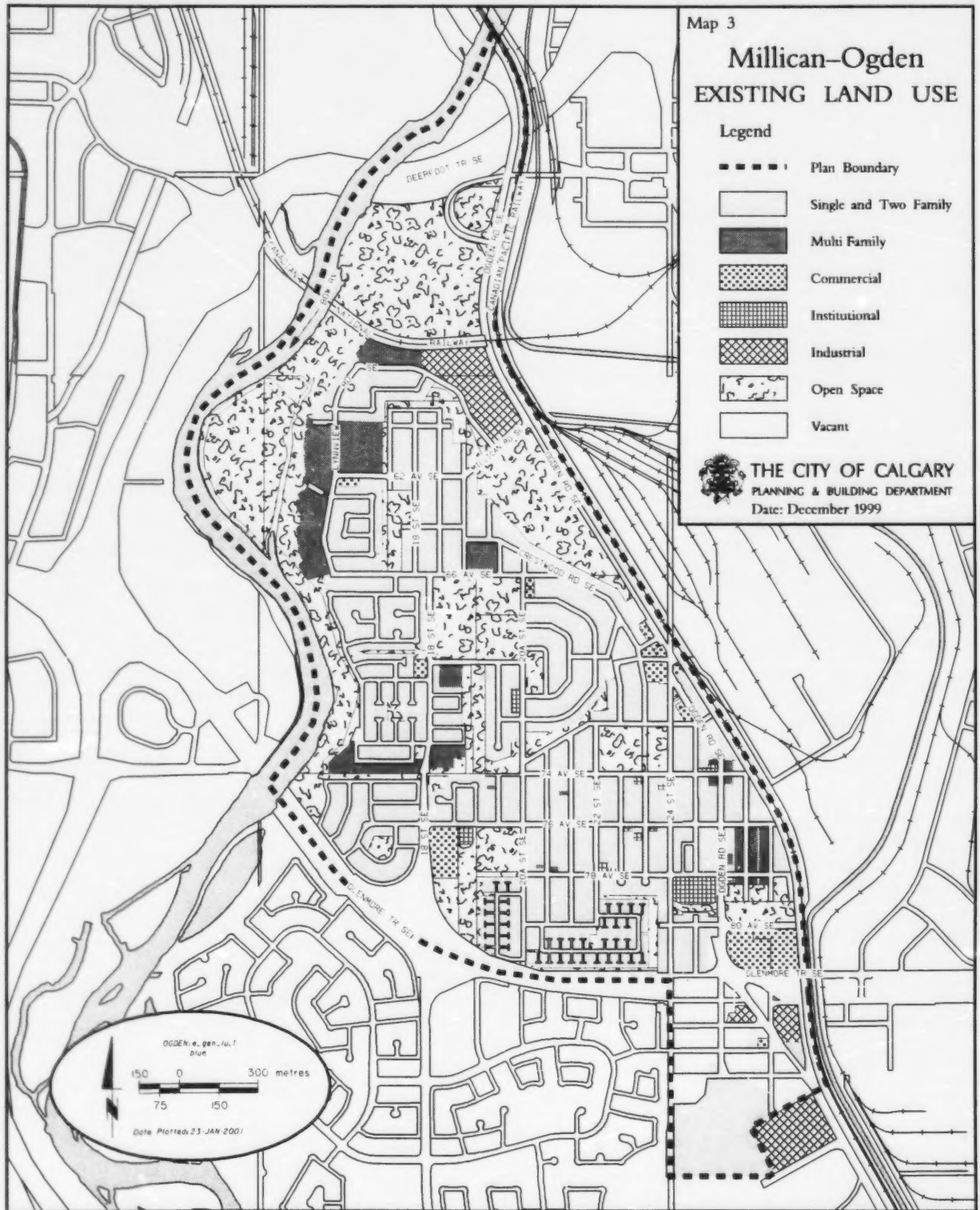
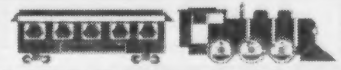
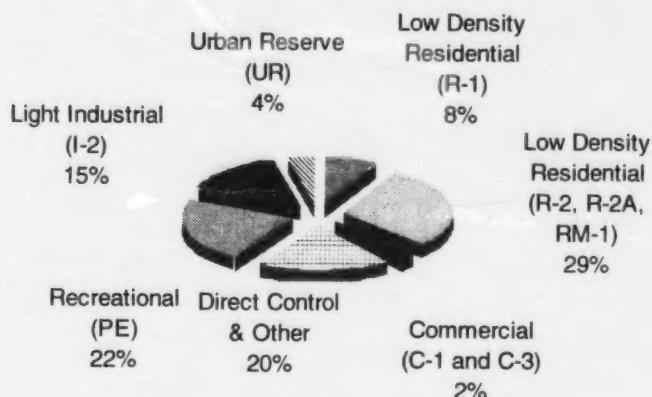




Figure 6

**Zoning (Land Use Designations)
in Millican-Ogden**



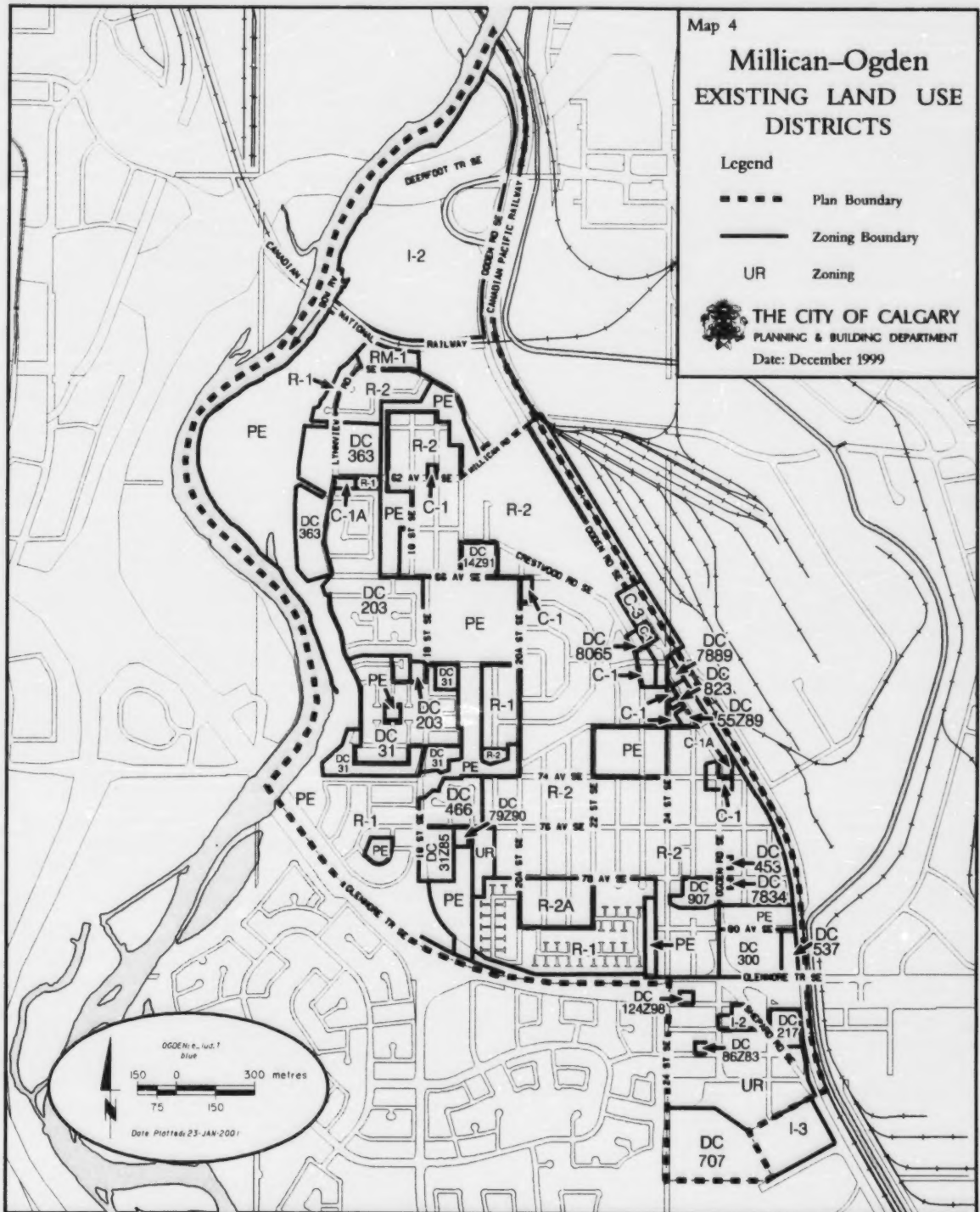
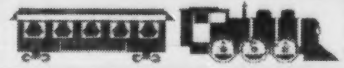
Source: Planning & Building Department 1999

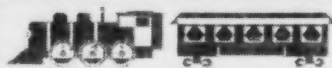
The above figure refers to land use designations (zoning). The large component of Direct Control is made up of predominately residential, commercial and mobile park uses.

Table 4: Zoning (Land Use Designations) in Millican-Ogden

Zoning (Land Use Designations) in Millican-Ogden			
	Hectares	(Acres)	%
Low Density Residential (R-1)	27	(67)	8
Low Density Residential (R-2, R-2A, RM-1)	101	(250)	29
Commercial (C-1 and C-3)	7	(17)	2
Direct Control & Other	69	(170)	20
Recreational (PE)	77	(190)	22
Light Industrial (I-2)	52	(128)	15
Urban Reserve (UR)	14	(35)	4
Total	347	(857)	100

Source: Planning & Building Department 1999





3.2 Direct Control Districts

Table 5: Existing Direct Control Sites

Site	Owner	Approved Use/Development Guidelines	Existing Use
1	Private	R-1	Residential Detached Dwelling - Single Unit/Residential with Additional Development
	Private	R-1	Daycare in a Residential Structure
	City of Calgary	R-1	Vacant Land - Park- Greenbelt
2	Private	C-1	Business/Personal Service - Daycare, Cultural Library
3	Private/City of Calgary	R-1	Residential Detached Dwelling - Single Unit/Residential with Additional Development
4	Private	R-3	Condo - Townhouse - Duplex
5	Private	R-3	Condo - Townhouse
6	Private	R-3	Condo - Townhouse
	City of Calgary	R-1	Res- Vacant - Park/Greenbelt
7	Private	Multi-Family Guidelines	Apartment - Lowrise, Townhouse
8	Private	Proposed Commercial Uses	Apartment - Highrise with Commercial, Vacant Land - Commercial
9	Private	Four-plexes	Apartment - Lowrise
10	Private	Apartment Building	Multi-Residential - Vacant Land
11	Private	C-1	Retail/Wholesale - Strip Shopping Centre
12	Private	Medium Density Residential Development	Condo - Townhouse
13	City of Calgary	R-MH	Mobile Home Park
	Private	R-MH	Mobile Unit - Single Wide

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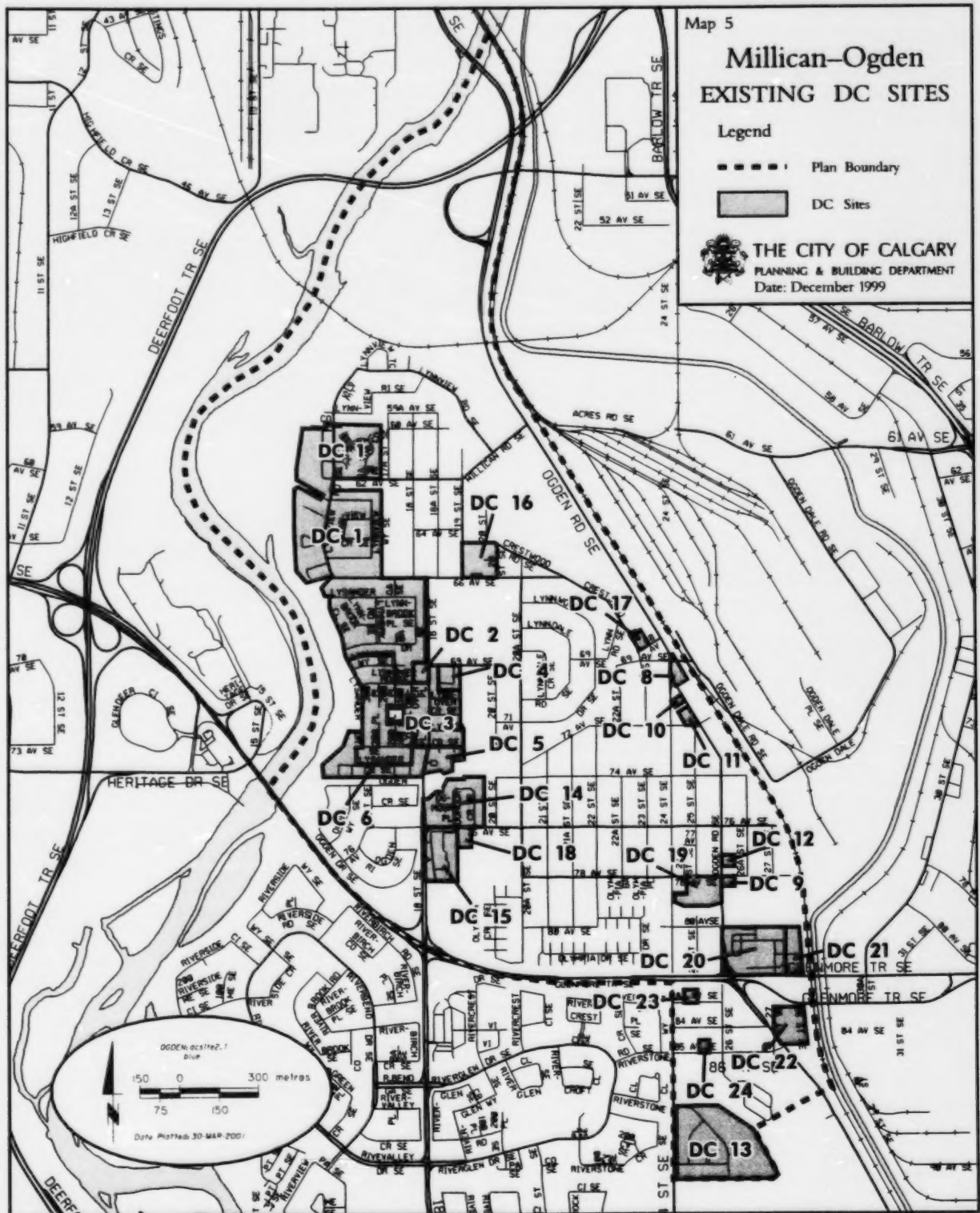
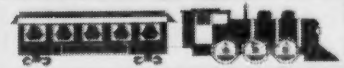




Table 5: Continued...

Site	Owner	Approved Use/Development Guidelines	Existing Use
14	Private City of Calgary	Multi-Family Residential	Residential Detached Dwelling - Single Unit/Semi-Detached Vacant Land - Electricity
15	Private	C-1	Retail/Wholesale - Neighbourhood Shopping Centre
16	Alberta Housing Authority	Senior Citizens' Hsg., Rm-4	Self-Contained Senior Citizen's
17	City of Calgary	Multi-Family Residential	Multi-Residential - Vacant Land
18	Private	Church & Associated Community, Cultural & Social Activities	Religious - Divine Worship
19	Royal Canadian Legion Ogden Branch	Private Club & Ancillary Uses	Public Assembly - Service Club
20	Private City of Calgary	C-Hwy-2 Guidelines C-Hwy-2 Guidelines	Hotel Health - Clinic
21	Private	Commercial	Retail/Wholesale - Strip Shopping Centre
22	Private	M-1	Warehouse/Storage - Warehouse with Office
23	City of Calgary	Church & Ancillary Uses in Existing Building	Vacant Land and a Church
24	Private	Office and Storage Space	One Storage Building

Source: Planning & Building Department 1998



3.3 Commercial Land Use

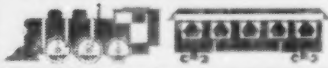
3.3.1 Existing Commercial Land Use

Millican-Ogden has eight commercial nodes located throughout the community. All of these commercial nodes, with the exception of the Ogden Road and 69 Avenue node, seem to be functioning well, and therefore, no policy changes are proposed for these nodes. Residential uses above these existing commercial uses should be encouraged where possible, without negatively impacting the existing surrounding residential uses.

The viability of retail commercial land uses on Ogden Road has been a concern to the community for sometime. When City Council approved the Ogden Design Brief in 1971, it acknowledged that existing local commercial nodes at the intersection of Ogden Road and 69 Avenue, at Ogden Road and 74 Avenue, at 66 Avenue and 20A Street, and at 62 Avenue and 18A Street would continue.

The 1971 Brief anticipated two new shopping sites: the first a local commercial node of 2.02 hectares (5 acres) at 76 Avenue and 18 Street, and the second a sector commercial site of 3.24 hectares (8 acres) at Glenmore Trail and Ogden Road. Existing and future local commercial floor space was anticipated to be 17,074 m² (183,789 sq. ft.) assuming a maximum population of 15,300 persons and based on approximately 1.1 m² (12 sq. ft.) of local commercial floor space per person.

The assumed rate was then considerably higher than the prevailing industry standards for local commercial space which range from 0.7 to 0.9 m² (7.5 to 9.6 sq. ft.) per person. As residential development was also occurring in the western and southern portions of the community, the 1971 Design Brief recommended against additional commercial uses along Ogden Road.



In 1977, the Ogden Retail Study analyzed the commercial areas in the community and identified three additional local commercial uses: the west side of the 7000 block of Ogden Road, 1603 - 62 Avenue SE, and 18 Street and 69 Avenue SE. Future commercial uses were still anticipated at 18 Street and 76 Avenue SE and at Ogden Road and Glenmore Trail SE. The maximum design population for the community was decreased from 15,300 to 12,000 persons. The recent sector shopping centre in Riverbend was not included in this retail study. Existing and future local commercial floor space was estimated to be approximately 19,444 m² (209,301 sq. ft.) resulting in 1.8 m² (17.4 sq. ft.) of local commercial floor space per person, which was also significantly higher than industry standards for local commercial floor space.

The 1996 Household Survey also inquired about residents' shopping behaviour. Respondents were asked to map their shopping destination within Millican-Ogden. It is important to note that some respondents may have not mapped the Riverbend Shopping Centre as their shopping destination because it is not located in the Millican-Ogden Community but rather in Riverbend.

3.3.2 Ogden Road Development Options

1. The Ogden Road and 69 Avenue SE Commercial Node

The Plan considered two options for the future of this commercial node. This commercial node extends to the north properties on 68 Avenue on Ogden Road and to the south edge of the Alyth Lodge and the current Ogden Bingo site. The first was to "leave it as it is", and the second was to propose a redevelopment strategy.



1.1 The "Leave As Is" Option

This option was considered unsuitable for many reasons. The current layout of this node means that commercial uses front on a number of streets such as 68 Avenue, 69 Avenue and Crestwood Road in addition to Ogden Road. This means that they do not benefit from the exposure of major traffic flows on Ogden Road.

Ogden Road north of 69 Avenue, has commercial uses only on the west side of the street while the east side contains parking lots owned and utilized by CP Rail staff without screening and landscaping.

To leave things as they are with the hope that the "market" and city growth would eventually correct this situation, was not considered the most reasonable approach, particularly with an over-supply of local commercial space. Further, the present design of this node brings traffic from Ogden Road into the residential community on Crestwood Road which has well-maintained low density residential frontage. This option is illustrated below.



"Leave As Is" Option



1.2 The Redevelopment Option

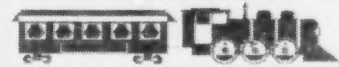
This option recommends the re-orienting of the commercial uses to Ogden Road with the exception of Crestwood Mall and the use of historic railway heritage elements in new or renovated commercial uses. It also proposes reducing the scale of the commercial uses from C-3 to C-2(12) (comparable with the height of the Alyth Lodge), the development of a more pedestrian friendly environment and landscaping and screening of the CPR parking lots.

The community would enhance this concept with the introduction of heritage style street lights along Ogden Road and special decorative pedestrian crossings on all the intersection on Ogden Road. This commercial re-focusing would assist in reducing potential commercial traffic shortcutting through the residential community. The current height of the Alyth Lodge was selected as the height limit for new development.

A small park is proposed on a City-owned parcel on the southeast corner of Ogden Road and 69 Avenue SE. The park on the east side, the lower scale commercial development and the 10 metre landscaped road widening setback on the west side of Ogden Road north of 69 Avenue will provide a more pedestrian friendly environment in this commercial area.



Redevelopment Option



An apartment development for the Bingo Hall site is proposed that would allow a maximum of four storeys of residential fronting on Ogden Road that would "step down" to two and three storeys on Crestwood Road.

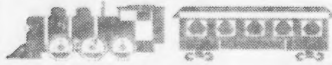
Given the crime problems that Ogden Road has experienced for a number of years, all new developments and renovations should be accompanied by a CPTED (Crime Prevention Through Environmental Design) review.

2. Ogden Road
(Between the Alyth Lodge and 74 Avenue SE)

On Ogden Road south of the Alyth Lodge, a mix of active and vacant commercial sites in addition to well-maintained and poorly maintained residential properties exists. The policy for this area is a "live & work" type area. The objective of which is to create a "window of opportunity" for small or start up businesses currently located in residential dwellings. This "live & work" concept would encourage the redevelopment of some of these dwellings, encourage businesses operating within the existing community to relocate to Ogden Road where there is more exposure for small business developments from through-traffic.

During the preparation of the community plan, there was some discussion on the merits of three and four storey developments on Ogden Road between 74 and 78 Avenues. It was argued that this would encourage the redevelopment of the existing single family residential dwellings, increasing the residential density of the community, and as a way of giving more commercial viability to the Ogden Road business district. When this was discussed at a number of Town Hall meetings, residential property-owners adjacent to Ogden Road opposed this intensification on the grounds of increased traffic and crime.

Ogden Road between 74 and 78 Avenues SE will continue to have the present low density residential (R-2) policy.



3.4 Residential Land Use

The intent of residential land use policies is to stabilize and improve the quality of life in a community. To achieve this goal, the preservation of Millican-Ogden's small town atmosphere and low density housing are to be ensured through the confirmation of existing R-1 and R-2 residential lands and the restriction of low density multi-unit dwellings is to be achieved through the confirmation of existing R-2A and RM-1 districts. Further, to ensure an adequate minimum standard of property maintenance, the Millican-Ogden Community Association can request the assistance of bylaw enforcement of the "Unsightly Premises Bylaw" (approved by City Council, 1993).

Millican-Ogden is known for its affordability of housing and the diversity of housing stock. The results of the 1996 Household Survey document "diversity and affordability" as the factors that attract families to Millican-Ogden.

The 80 Avenue SE open space site (Site 15, page 77) is considered surplus local open space. While Calgary Parks & Recreation department recommends the preservation of the hillside, they are prepared to suggest the use of the site for either open space or a special care facility.

3.4.1 Infill Guidelines

Through the 1996 Household Survey, community residents identified the need for infill housing guidelines for the R-1 and R-2 areas. To address this issue, the Council approved Low Density Residential Housing Guidelines for Established Communities (1993) shall be applied to the R-1 and R-2 areas in the community.

The overall streetscape pattern of established residential communities is a cherished and unique entity and as such needs to be protected from insensitive and inappropriate infill development. In order to protect the character of these neighbourhoods, a series of residential infill guidelines are in place.

Infill guidelines essentially "guide" proposed redevelopment. The guidelines ensure a balance of these goals: preserve positive characteristics and ensure a vibrant and growing community. While allowing individuals the freedom to rebuild and subdivide large lots in existing communities, these guidelines are designed to preserve the character of the neighbourhood.



Residential infill guidelines as a rule look at two principal items:

- a. The overall streetscape pattern; and
- b. The established patterns of fascia, building height, roof profile and architectural style of the neighbourhood.

The following are some of the highlights and important ones that need to be taken into consideration in Millican-Ogden:

Streetscape Pattern of an established neighbourhood includes elements such as: the overall height of the buildings, the building form, the shape of the roofs, the architectural style and massing of the neighbourhood. Wherever, possible, proposed infill redevelopment should respect established elements within the area and visually re-enforce them through sensitive architectural design.

Massing and/or Building Proportion - it is important that new development respect existing neighbourhood character. When similar massing is not easily achieved as is the case in many areas where older single storey bungalows predominate, certain design methods may be introduced to mitigate the overall effect of a larger infill development.

Front Facade of the Structure should be articulated in order to present a series of smaller faces to the street instead of a single massive frontage. This will diminish the overall effect of a larger structure and make it seem smaller. Stepping back the second storey of the building can also assist in reducing the mass of the building presented directly to the street front.

Inclusion of windows, dormers and porches will add variety to a facade, and offset the size of the structure by taking the eye immediately away from the building's mass, and refocusing it upon the various architectural elements which form its composition.

The Roof should relate to its streetscape in character, form, and slope. Large expanses of roof should not be directly exposed to the street front. By avoiding shed, gable and mansard type roofs, this problem may be addressed. Another acceptable alternative to mitigate this problem involves breaking the roof into smaller subsections. This design feature breaks up the monotony of a single massive roof and introduces discontinuity.



Hipped Roofs - should be used on large structures to offset the negative effects that other roof types could have on the street front.

The Slope of the Roof - should be consistent with those that surround it. By keeping the slope of the roof line consistent, the infill will complement the existing structures and provide continuity to the visual line of the streetscape.

Windows - should complement existing housing within the area. Wide trim along all windows is encouraged to draw attention away from the relative size of the windows. In addition, the placement of the windows should reflect both balance and symmetry of the infill structure and the adjacent building.

Principal entrance for all infill homes should be from the street front.

Entrance stairs - should be wide and interesting from the street.

Communal porches, bay windows and wide trim all contribute the character of an area. If such detailing already exists within the community, the new infill should reflect the style and representation of this detailing without exactly copying it.

Materials and finishes - should be compatible with those that exist in the area.

3.4.2 Crime Prevention through Environmental Design

New development and renovations, both residential and commercial, should provide a secure environment through attention to the principles of crime prevention through environmental design. These include the following:

- eyes on the street;
- defensible space;
- opportunities for casual surveillance; and
- increasing safety in parking and parking garages.

Public safety and security are important considerations in the design of buildings, parks and other developments. The design and siting of new buildings should provide easy physical access to adjacent streets, parks and open space, and allow clear views to parks and open spaces from the street.



New developments should be reviewed by the Development Authority for their contribution to enhancing personal safety (real and perceived) Techniques that can help promote safety include the following:

- provide adequate lighting;
- have clear lines of sight;
- use semi-transparent security screening, rather than opaque walls where appropriate;
- avoid blank, windowless walls that do not permit residents or workers to observe the street;
- use of landscaping that maintains visibility;
- design parking areas to allow natural surveillance by maintaining clear lines of sight both for those who park there and for occupants of nearby buildings;
- encourage "eyes on the street" through the placement of windows, balconies, and street level uses; and
- ensure natural surveillance of children's play areas.

Other measures to enhance safety are:

- improve the existing streets, buildings, parks and public areas, where existing conditions do not promote public safety and security; and
- improve public safety by supporting community based initiatives such as the safety audit program.

3.4.3 Seniors Housing

The 1996 Household Survey identified the need and desirability for more seniors housing. Unfortunately, the development of seniors housing is dependent upon market forces and the availability of land. The Plan recommends that the parcel of open space located north of the Glenmore Inn be set aside for a long-term special care facility. This parcel is considered surplus to the needs of the community, provided the escarpment on the south side of the site is preserved for tobogganing. For this site to be developed as a long-term special care facility, the site will need to be redesignated and the reserve status removed through a public hearing process.



3.4.4 South Hill

1. History

South Hill began in 1912 as a residential area for workers in the CP Rail Ogden Shops but did not build out until the 1920s. This area was favoured by CPR workers who emigrated from Britain. The original homes were small with hipped and gable roofs which had been preferred over the shed roofs found in the Millican Estates area.

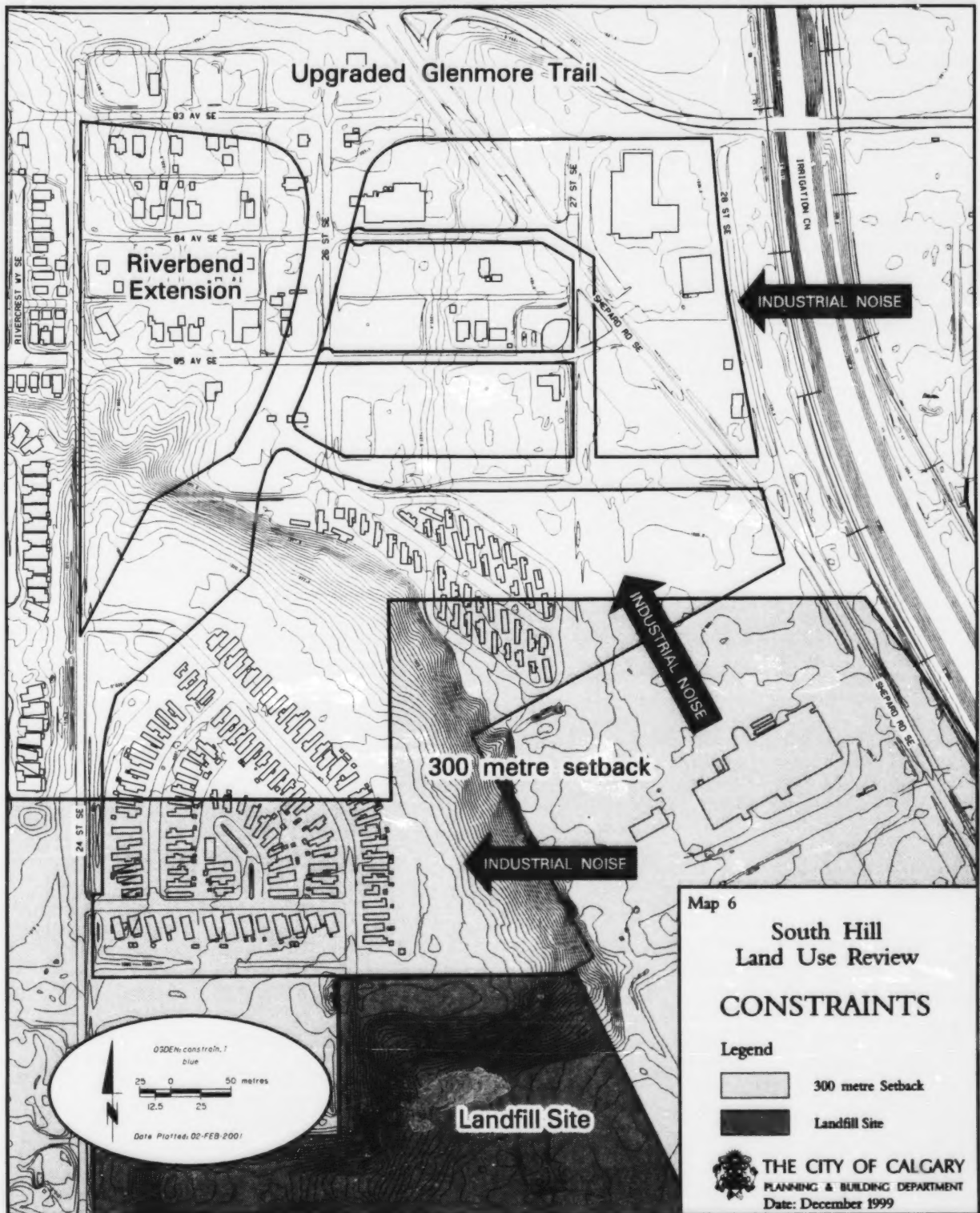
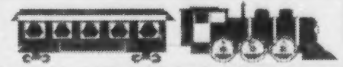
In 1975, Council approved a policy creating a major industrial area on the lands lying south of Glenmore Trail SE and west of Barlow Trail SE. As part of this decision, Council also approved the phasing out of the residential development in South Hill because of its incompatibility with the approved land uses, particularly the proximity of I-3 (heavy industrial) uses. In 1986, the City still did not have full ownership of the lands in South Hill and City Council directed the Administration to continue with the acquisition of the remaining residential properties on an opportunity basis. The industrial land use policy for South Hill was reconfirmed with the approval of the Southeast Industrial Area Structure Plan.

2. Existing Uses

To the east of the future re-aligned 24 Street is the Alberta Cheese Company Ltd. located at 8420 - 26 Street SE. It is designated I-2 (General Light Industrial District) and occupies approximately 0.6 hectares/1.5 acres. A large single storey building is located on the site and plans have already been approved to expand this use. This area is also occupied by four residential dwellings, two of which are City owned.

To the east of Shepard Road is an industrial/warehouse use comprised of office and storage space located at 8428 Shepard Road SE. It is designated DC (Direct Control) for a warehouse use and occupies approximately 1.4 hectares/3.6 acres. A single-detached dwelling is also located in this area.

Two mobile home parks are located in the southern portion of South Hill separated by an escarpment that runs from the west to the southeast. The north mobile home park is the privately-owned Caravan Park located at 8720 - 26 Street SE. The park occupies approximately 4.3 hectares/10.4 acres and has 43 mobile homes on the site. It is designated UR (Urban Reserve) and is a non-conforming use.





The park to the south is the South Hill Mobile Home Park which is owned and operated by The City. It is located at 9090 - 24 Street SE, and is approximately 9.9 hectares/24.5 acres. It has 105 existing mobile homes and is designated DC (Direct Control) for a mobile home park.

3. Surrounding Land Uses

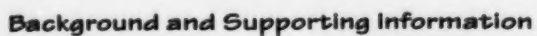
To the west is the Riverbend community, a low density residential neighbourhood. The policy direction for this subdivision was established by the Riverbend Area Structure Plan approved by Council in 1979. To the north is Glenmore Trail, an expressway with four lanes and a median, which is planned to be widened to a six lane divided road with service roads. To the east are heavy industrial uses, such as Prudential Steel Ltd. To the south is a City-owned closed dry landfill site and heavy industrial uses. The policy direction for the lands to the east and the south is documented in the Southeast Industrial Area Structure Plan (approved by Council in 1996).

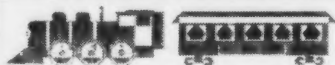
4. Development Constraints (Map 6)

Industrial Noise

A noise study was undertaken by an independent noise consultant engaged by the Planning & Building Department in September, 1997. Three locations were evaluated in the study area for compliance with Calgary's Noise Bylaw. The locations were 2728 - 85 Avenue SE (a private dwelling), 2700 block on 86 Avenue SE (Caravan Mobile Home Park), and 9090 - 24 Street SE (South Hill Mobile Home Park). The results of this evaluation show that only the noise levels for the South Hill Mobile Home Park are within the acceptable guidelines for residential development in Calgary's Noise Bylaw. When noise measurements were taken for other sites, they were above the recommended noise levels for residential use.

Recently, this independent noise consultant was requested to evaluate the potential for industrial noise impacts on the existing Caravan Mobile Home Park and the proposed expansion area if a light industrial area were to be located between these mobile home parks and the heavy industry to the east. The consultant advised that provided the buildings were located close together and at a height of 5 metres/16 feet, they could function as a noise wall. Under these conditions, the noise levels in the mobile home parks could meet the residential noise levels of Calgary's noise bylaw.





The consultant did caution however, that an upgraded 24 Street and an industrial collector connecting Shepard Road and 24 Street could add traffic noise to these mobile home parks. Vehicle storage and industrial fans from adjacent light industrial uses could also impact these mobile home parks.

Landfill Setback

An established guideline (a 300 metre setback) exists for the separation of residential uses from a closed landfill site. A City closed dry landfill site impacts South Hill as shown on Map 6. It is located directly south of the City-owned South Hill Mobile Home Park. Both the South Hill and the Caravan Mobile Home Parks were in operation when the landfill setback regulations were issued by Calgary Health Services (renamed CRHA) during the mid 1980s. The regulated setback area includes a large portion of the South Hill Mobile Home Park and a small portion of the Caravan Mobile Home Park. A waiver from the setback requirements has been issued for the South Hill Mobile Home Park.

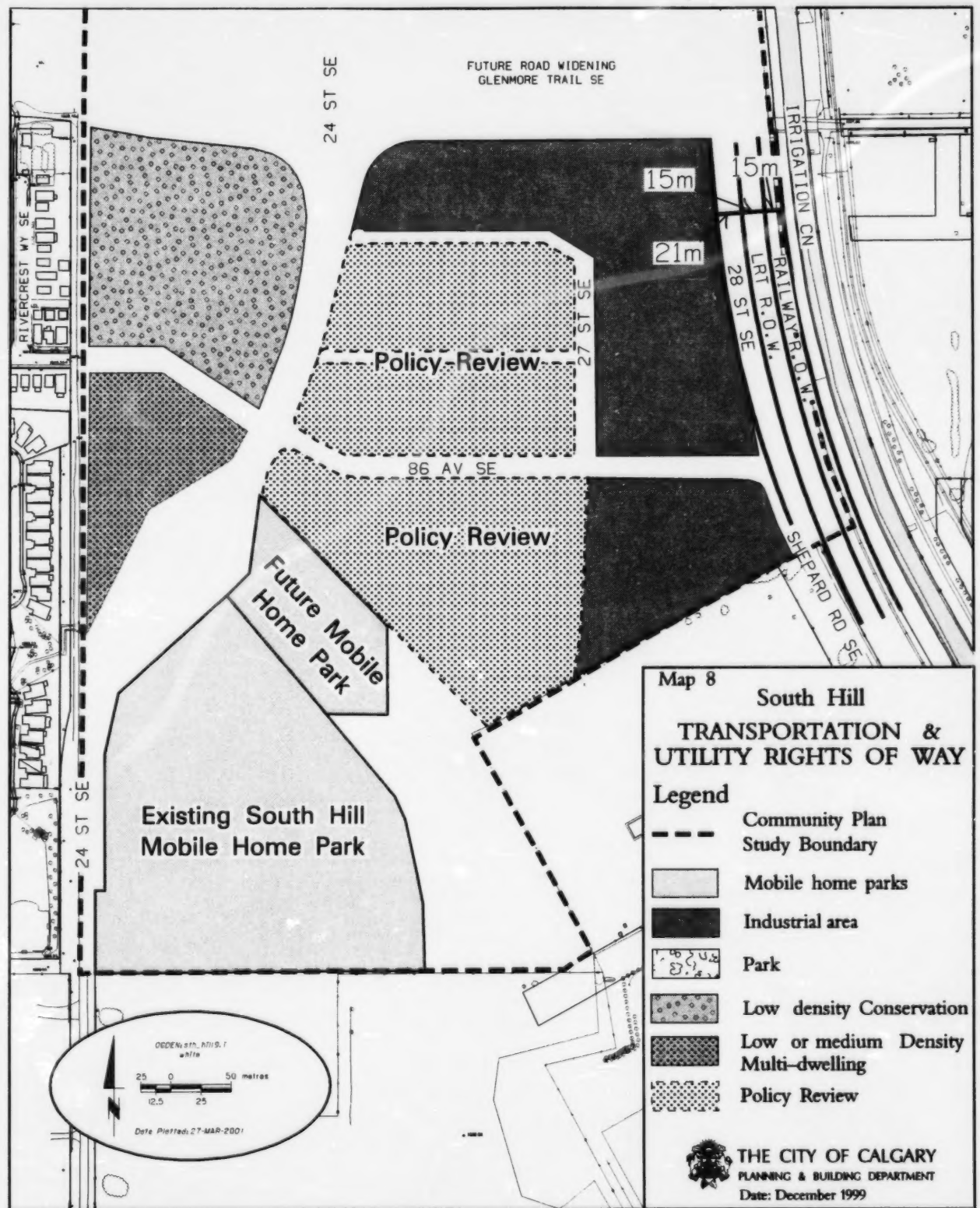
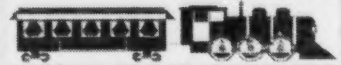
Open Space and Schools

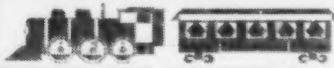
There are no parks in the South Hill study area except for tot lots in each of the existing mobile home parks. Residents must cross two lanes of truck traffic on 24 Street SE to access the parks in the Riverbend neighbourhood. There are no schools in the study area, but one public elementary school is located in nearby Riverbend to the west of 24 Street SE.

5. Recent Decisions of City Council

a. South Hill January 20, 2000

City Council at a Public Hearing on July 20, 1999 and December 6, 1999 allowed the continuation of the existing mobile home park residential uses in South Hill. The approval of the Caravan Mobile Home Park was contrary to the objections of surrounding industrial operators and subject to various conditions. The approvals allow the city-owned South Hill Mobile Home Park to expand moderately to the north. This mobile home park currently meets the City of Calgary's Noise Bylaw night-time noise regulations of 55 dBA and the expansion will comply with the 300 metre setback from the closed landfill site. The other residential use issue was the legitimatisation of the Caravan Mobile Home Park. This small 40 unit non-conforming mobile park began operation approximately 35 years ago. This mobile home park and two vacant parcels directly to the north were placed under "policy review" until such time as noise walls could be built to protect them from the industrial noise to the east and south. For these three parcels to be redesignated to mobile home park





use, it must be demonstrated that the residential night-time noise guidelines of 55 dBA are satisfied within these parcels. Once sound walls and/or buildings have been built and measurements taken that can demonstrate compliance with the Noise Bylaw, then City Council will consider the redesignation of these sites to a mobile home park use. If the Noise Bylaw requirements cannot be satisfied, these three parcels will be redesignated to an industrial use.

The City Administration and City Council would not typically support allowing residential uses to encroach upon existing heavy industrial uses. Noise complaints usually result from such decisions. However, in this particular situation, City Council agreed that the public policy need for affordable housing over-ruled the official planning policy practice of ensuring a safe separation of residential uses from heavy industrial uses. In addition, there have been no complaints of industrial noise from South Hill residents (including both existing mobile home parks) documented by the City Administration.

If future conflicts arise between residential uses in South Hill and the heavy industrial uses located to the south and to the east, recognition of the historical background to the land use amendments and policies should be considered by City Council or other regulating body.

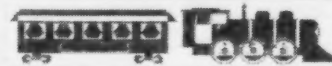
b. Southeast LRT Alignment (January 20, 2000)

City Council on January 10, 2000 approved the Southeast LRT Alignment in South Hill. This alignment is shown on Map 8, Transportation and Utility Rights of Way (page 43).

3.5 Industrial Land Use

Approximately 12% of Millican-Ogden's area is designated I-2 (General Light Industrial District). The purpose of the General Light Industrial District is to provide for a range of light industrial and associated uses that are compatible with each other and do not adversely affect surrounding non-industrial uses. The 53.1 hectares (131.2 acres) of light industrial land in Millican-Ogden is occupied by the following:

- a. The Imperial Oil Site (a woodworking company is currently using the site);
- b. The Canadian National Railway and Canadian Pacific Railway Rights-of-Way;



- c. The Canadian Waste Management Site; and
- d. The Alberta Cheese Company.

Problems related to noise, odour, heat, earth borne vibrations and high brightness light sources are controlled through performance standards included in the Calgary Land Use Bylaw 2P80. The expectation is that the nuisances are to be contained within the property boundaries of the particular industrial use.

City Council adopted the current "Noise Bylaw 45M95" at its meeting on July 3, 1995. Reference should be made to "Bylaw 45M95" for more detailed information on sound levels.

Issues involving handling of hazardous waste and environmental contamination are addressed through Alberta Environmental Protection and through City policy as administered by the Engineering and Environmental Services Department.

Millican-Ogden has major environmental noise and odour pollution problems coming from nearby industrial activities. A committee of residents and City staff have been studying these problems with industry representatives from C.P. Rail, Prudential Steel Ltd., Alberta Processing Ltd. and Maloney Industries to seek solutions to these problems.

3.6 Park Space, Schools & Recreational Facilities

Local open space assessments within established communities are evaluated in accordance with the 1984 *Inner City Open Space Study* and the 1988-1992 *Calgary Parks & Recreation Policies and Priorities* document. Both the supply and distribution of the existing open spaces were reviewed.

Using the 1996 Civic Census information, twenty-two percent (22%) of the Millican-Ogden population was under the age of 15 years. The 1984 *Inner City Open Space Study* characterizes this as a Type A Community, requiring 0.9 - 1.3 hectares of functional local open space per 1,000 residents (2.2 - 3.2 acres of functional local open space per 1,000 residents).

There are approximately 130.9 hectares of parks and open space in Millican-Ogden. Of this amount, 38.6 hectares of land is considered to be functional, community open space. This works out to be 3.6 hectares per 1,000 residents (8.9 acres per 1,000 residents), well above the guidelines established in the 1984 *Inner City Open Space Study* and the City requirements for an older established community.



In addition to the numerous local parks, Millican-Ogden has 6 major open spaces or city-wide parks. Of these parks, Beaver Dam Flats and the Bow River banks and escarpment have been designated as a "Major Natural Environment Park." This designation includes special management guidelines as detailed in the 1994 *Natural Area Management Plan*. This Plan focuses on the sustainable maintenance of the natural vegetation. It also includes provision for involvement of a community volunteer group in the management process.

3.6.1 Park Space & Recreation Facilities - Community Usage & Opinions

During the Spring of 1996, the Millican-Ogden Community Association in conjunction with The City of Calgary conducted a survey of residents regarding park issues. The following is a summary of residents' comments and opinions:

- Over 81% of residents strongly like the open space surrounding Millican-Ogden.
- Almost all residents felt that parks were important to some degree. A remarkable 60.5% of residents felt that the parks were very important. Millican-Ogden residents put the highest priority for spending money to enhance general use parks for walking and picnicking, pathways and trails, and natural areas.
- Of the 55.7% of residents concerned about park safety, women had a much greater degree of concern.
- Pathways are the most commonly used recreation amenity by both children and adults, although the majority of pathways are regional and located along the Bow River.
- Play equipment in tot lots are the next most commonly used amenity, followed by natural areas located inside the community and along the river for children. For adults, the two are reversed in popularity.
- The outdoor swimming pool is the next most popular amenity for children, followed by sports fields. Again, for adults, the two are reversed.
- Millican-Ogden residents are higher than the city average in using their parks for nature enjoyment, and lower than average in using their parks for sports and exercise.



Residents are encouraged through the Millican-Ogden Community Association to take advantage of Calgary's "Adopt-A-Park" program. Community based support will ensure the continued vitality of the community's program. Additional support for community tree planting is available from The City of Calgary's "Planting and Incentive Program" (P.I.P.). The P.I.P. program provides matching funds for community associations to plant up to fifty (50) trees annually on residential boulevards.

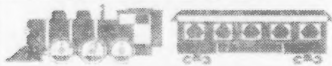
3.6.2 Old Oil Refinery Park

In Millican-Ogden there is a great deal of uncertainty and concern with respect to contamination and clean-up of the "Old Esso Refinery" site at 6009 Ogden Road SE located at the north end of the community and called until it is renamed by the community as "old oil refinery park". These concerns include the effectiveness of the current remediation program and the inclusion of landscaping and tree planting as part of the remediation program.

A recent study of the site by an independent engineering firm confirmed that the soils of the site are very contaminated with hydrocarbons and heavy metals. Any development of the site will be constrained by the need to prevent contact between the contaminants in the soil and groundwater and the staff and the public.

Underground contaminants, such as hydrocarbons in the water table, are of little danger because of limited opportunity for direct contact with individuals using the site. There are noticeable hydrocarbon odours in the soil that can create undesirable and nuisance odours in an enclosed space, such as buildings, washroom, and food preparation or serving areas.

The Alberta 2005 Railway Museum Society, a non-profit society is proposing a railway museum for this site. An environmental management plan will address the requirements for the development of this site for such a use.



3.7 Transportation

3.7.1 Existing Transportation Network

The existing road network provides a satisfactory level of service to Millican-Ogden residents. Specific road designations in the area, as shown on Map 7, should be retained.

Main access to the community is provided by Glenmore Trail, an expressway, and Ogden Road, which is a major standard road.

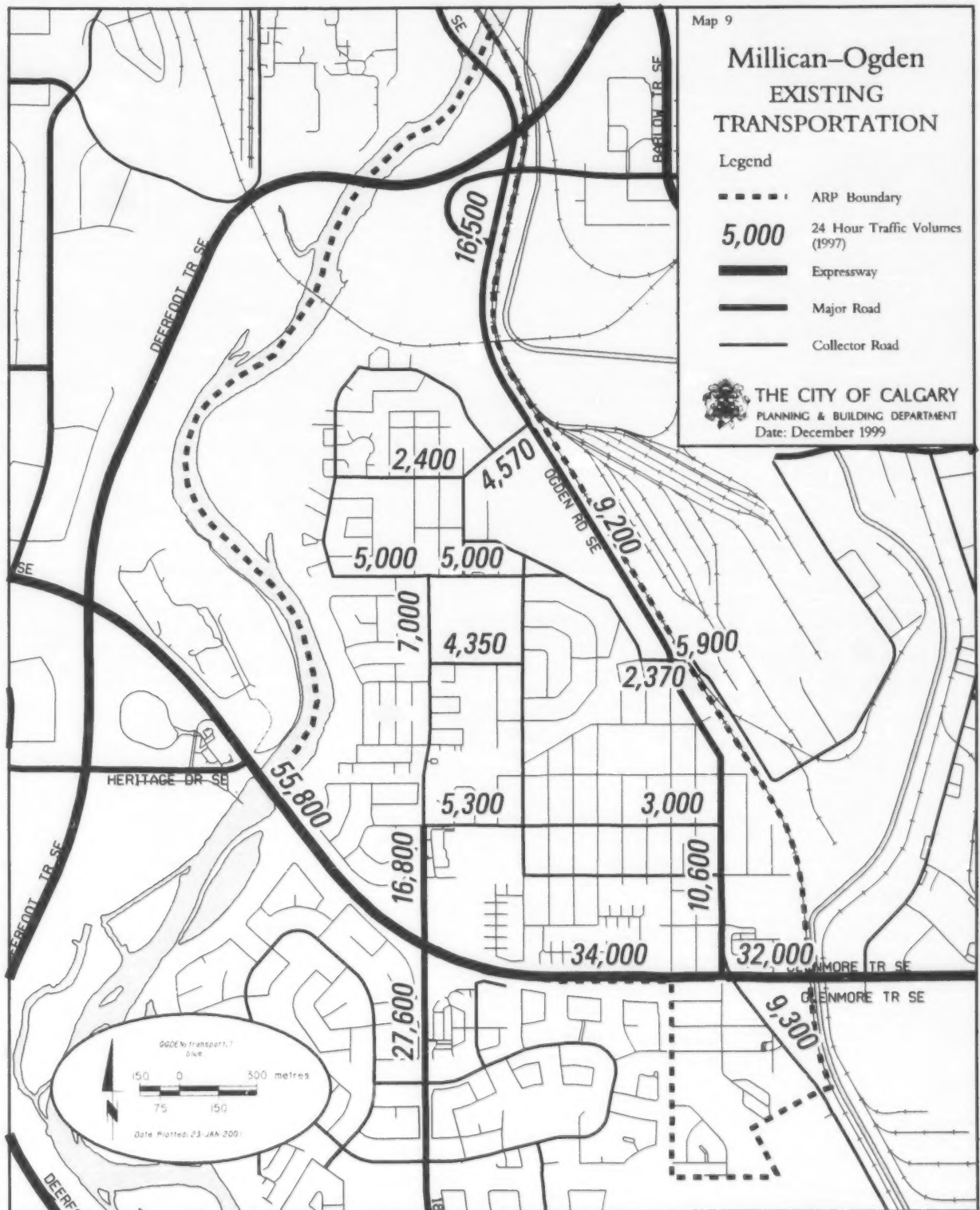
Glenmore Trail offers a continuous corridor from Sarcee Trail in the west to the east city limit. Connections are provided to major north/south transportation corridors such as MacLeod Trail, Deerfoot Trail, Blackfoot Trail, and 52 Street East. It also provides a major access to industrial lands in east Calgary.

Ogden Road is a major road which runs along the east side of the community. It has both residential and commercial frontage and provides access to the CPR Ogden Shops and other industrial areas to the east. Its close proximity to the industrial area has resulted in a long standing concern over truck traffic dating back to the 1970s. For this reason, a series of truck route restrictions were implemented on the segment of Ogden Road between 69 Avenue and Glenmore Trail. In 1992, this portion of Ogden Road was removed from the Truck Routes By-Law 60M90.

Congestion at the Glenmore Trail/18 Street SE intersection is another major concern for Millican-Ogden residents. 18 Street SE is the main access onto Glenmore Trail for Millican-Ogden, and is also the only access to the community of Riverbend. Congestion in peak periods can result in significant delays in this area, and may contribute to shortcutting traffic from Riverbend through Millican-Ogden.

Traffic improvements at the intersection which were completed in 1996 have helped, but continued industrial growth to the east will increase congestion levels in the future. Recent changes to signal timings and the addition of dual westbound to southbound left turns, currently under construction, are being instituted to help address community concerns. It must be noted that efforts to improve north south movements for both Millican-Ogden and Riverbend may increase the potential for shortcutting traffic. The challenge here is to balance the need for improved access against the potential effects of increased shortcutting traffic.

During the course of this Community Plan the bridge at 50 Avenue and Ogden Road was constructed. All reference to problems associated for the need of this bridge have been eliminated from the white pages.





3.7.2 Context to the Transportation Policy Recommendations

The community is well serviced by an internal network of collector roads. Operational concerns have been noted at two intersections: 66 Avenue/18 Street and Millican Road/62 Avenue/19 Street. In order to address concerns at 66 Avenue/18 Street, a warranted 3-way stop sign was installed in 1997 October. A possible revision to the traffic controls and Millican Road/62 Avenue/19 Street is being considered in the traffic study process, currently underway in the community.

As is the case in many communities in Calgary, the main concern with collector roads is speeding traffic. The community, with the assistance of the Transportation Department, has been pursuing proactive measures to address speeding traffic. Community volunteers have participated in the Community Speeding Awareness Program (SCAP). This program involves the operation of a radar controlled display panel at key locations in the community to promote awareness amongst motorists as to their travel behaviour.



APPENDIX

1.0 ACKNOWLEDGMENTS

The Planning & Building and Community and Social Development Departments would like to thank the following people who served on the various committees or contributed in other ways to the successful completion of the Millican-Ogden Community Plan.

Alderman Joe Ceci
Mary Corcoran
Cliff Covey
Hazel Duncan
Mag Housken
Harry Huish
Twila Jasper

Mary Jones
Elsie Kosek
Joanne Kautz Allard
Archie Lewko
Sherry Lewko
Warren Locke
Gary Millar

Larry Muraski
Bill Phipps
Christine Poole
Don Smith
Derek Spooner
Dave Wereschuk
Lil Whiteside

The two departments would like to acknowledge the use of the facilities of the Ogden House Seniors, the Family Resource Centre, the Millican-Ogden Community Association's (MOCA) community hall and St. Bernadette Church hall. Further, their staff provided assistance and support during this process which was very much appreciated. A special thanks goes to the MOCA newsletter staff for accommodating the announcements of meetings and special events.

The two departments would also like to thank the following industry representatives for their participation and support for this process:

Merle Morris, Alberta Processing Co.
Ed Stephens, Canadian Pacific Railway
Stuart Nadeau, Imperial Oil Resources Ltd.

Greg Chumik, Maloney Industries Inc.
Rick Collier, Prudential Steel Ltd.

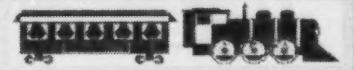
In addition, special appreciation is given to the following members of the City administration;

Lindy Olson, Calgary Regional Health Authority
Pat Mahaffey, Calgary Parks & Recreation
Kathy Sokolan-Oblak, Calgary Parks & Recreation
Jean Whyte, Calgary Police Services
Aruna Marathe, Calgary Public Library
Diane Janota, Community & Social Development Department
Judith Rempel, Community & Social Development Department
John Coulson, Corporate Properties Group
Barry Keam, Fire Department
Oya Aral, Planning & Building Department
Brenda Etherington, Planning & Building Department
Geraldine O'Brien, Planning & Building Department
John Hart, Planning & Building Department
Donald McGeachy, Planning & Building Department
Jack Scissons, Planning & Building Department
Tess Sjostrom, Planning & Building Department
Theo van Vugt, Planning & Building Department
Elizabeth Ziegler, Planning & Building Department
Richard Binder, Transportation Department



2.0 GLOSSARY OF TERMS

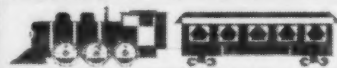
ARTICULATED:	An area of a building which is distinctively designed so as to stand out against the other elements expressed by the structure, therefore, an unarticulated building lacks these areas, or is bland and/or flat.
BATTERN BOARD:	A thin strip of beaded tongue and groove lumber, usually used for flooring but also used vertically as a siding for interior and exterior walls.
CAPITAL:	The uppermost part of a series of decorative elements that form the crown or top of a roof line, or column.
CASEMENT:	A specialized deep-set frame that allows the window to open at the side.
CLAD:	Describes the outer layer of a structure. Usually but not always limited to being a decorative element rather than a structural one.
CLAPBOARD:	A narrow board usually thicker at one end than the other used horizontally for siding a building.
ENTABLATURE:	The part of an order above the column or the roof-line, including architrave, frieze, and cornice.
FACADE:	The front of a building, or any face of a building that has been given special treatment or attention.
FASCIA:	The predominating horizontal elements on the front of a structure.
GABLE ROOF:	A style made up of a steeply pitched two-sided roof which meets at a single roof line.
HIPPED ROOF:	A style made up of a shallow-pitched four sided roof meeting at a single roof line.
KEYSTONE:	A wedge shaped piece at the crown or top of an architectural element such as an arch, door, or window.
LINTEL:	A horizontal element spanning an opening such as a window or a door, it may, or may not be a load bearing element.
PARAPET:	A low wall or railing to protect the edge of a roof, or balcony.
SCALE:	Refers to the relative proportion of a structure. Structures whose size are greatly out of proportion with their surroundings are often ones with significance.
SINGLE FAMILY:	A single family dwelling is defined as a single residential building containing one dwelling unit only.



 veneer:	A protective or ornamental facing, such as brick or stone.
 vernacular:	A common building style related to and/or characteristic of a certain region.
 wainscot:	The lower one third to one quarter of a wall, which is finished differently from the remainder of that wall.

3.0 ABBREVIATIONS

 AADAC:	
 ARP:	Area Redevelopment Plan
 ASP:	Area Structure Plan
 AVC:	Alberta Vocational Centre (currently BVC)
 BVC:	Bow Valley College (previously AVC)
 CBE:	Calgary Board of Education
 CRHA:	Calgary Regional Health Authority
 COPS:	Calgary (Riverbend-Ogden) Police Services
 CPR:	Canadian Pacific Railway
 FRC:	Family Resource Centre
 MOCA:	Millican-Ogden Community Association
 MOCA LINCK:	Millican-Ogden Community Association Local Inter-Agency Network Coordinator and Knowledge
 M.O.W.:	Millican-Ogden Works (Project)
 M.O.Y.A.C.:	Millican-Ogden Youth Action Committee
 MRC:	Mount Royal College
 O.A.S.I.S.:	Ogden Area Stay in School Initiative
 OHS:	Ogden House Seniors
 PACT:	Police & Community Together (Project)
 SAIT:	Southern Alberta Institute of Technology
 SDP:	Social Development Plan
 SEDCO:	Self-Employment Development Coalition



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